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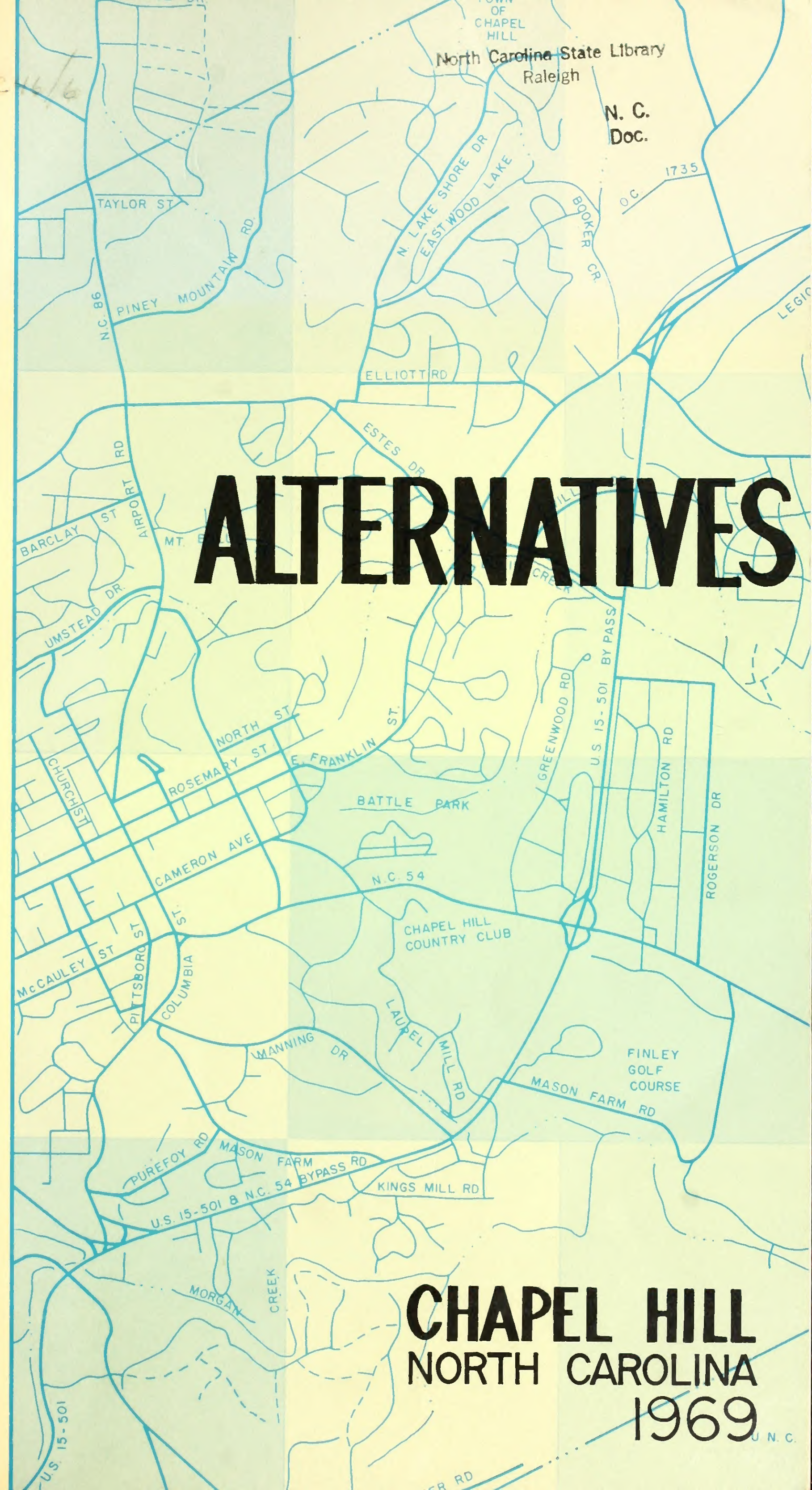
ALTERNATIVES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TAYLOR ST
PINEY MOUNTAIN RD.
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N. LAKE SHORE DR
EASTWOOD LAKE
BOOKER CR.
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O.C.
LEGIO
ELLIOTT RD
ESTES DR
AIRPORT RD
BARCLAY ST
MT.
UMSTEAD DR.
CREEK
BY PASS
U.S. 15-501
GREENWOOD RD
NORTH ST
ROSEMARY ST
E. FRANKLIN ST.
CHURCH ST
BATTLE PARK
HAMILTON RD
ROGERSON DR
CAMERON AVE
N.C. 54
CHAPEL HILL COUNTRY CLUB
ST.
McCAULEY ST
PITTSBORO ST
COLUMBIA
LAUREL MILL RD
MANNING DR
FINLEY GOLF COURSE
MASON FARM RD
PUREFOY RD
MASON FARM RD
U.S. 15-501 & N.C. 54 BYPASS
KINGS MILL RD
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CHAPEL HILL
NORTH CAROLINA
1969

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CHAPEL HILL, NORTH CAROLINA

DEVELOPMENT ALTERNATIVES

Sets of alternative land use possibilities for sub-areas of the Chapel Hill Planning District and for the larger area of Chapel Hill and Its Environs.

November, 1969

The preparation of this report was financially aided through a federal grant from the Department of Housing and Urban Development under the Urban Planning Assistance Program authorized by Section 701 of the Housing Act of 1954, as amended.

This report was prepared for . . .

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Gordon D. Cage
Roland Giduz
Joseph D. Page
Reginald D. Smith
F. E. Strowd
Robert Varley

1967-69

Roland McClamroch, Jr., Mayor
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THE DIVISION OF COMMUNITY PLANNING
Department of Conservation and Development
State of North Carolina

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INTRODUCTION

This report is designed to stimulate thought, to elicit a reaction and to serve as another step in the development of a comprehensive approach to planning in Chapel Hill and of a comprehensive plan for Chapel Hill.

The report itself is composed of sets of three alternative schemes for development of each of twelve sub-areas of the Chapel Hill Planning District, and another set of three alternative schemes for the whole of Chapel Hill and surrounding areas. No one of these alternative schemes is being presented here as a recommendation. Rather, each is intended to point up relationships, to suggest features, and to introduce ideas on the basis of their usefulness for future decision making. The elements of these alternative schemes may be included because they appear desirable, but they may also be included to give a basis for comparison, to present a possibility which the Town may be expected sooner or later to have to respond to, to spur the imagination beyond the realm of the usual, or simply to present an example.

It is felt that at this stage of development toward a comprehensive plan a certain amount of imagination and flexible thinking is highly desirable. Any plan for the Chapel Hill area will not be the work of a single person, but a composite of the thinking and efforts of many people. Nor will all the decisions which affect the community be dictated by a single officially approved document. The best guarantee of a well-planned future Chapel Hill is in the development in a large segment of the community, both in and out of government, of both understanding and imagination in the handling of problems and possibilities of urban change and growth.

This report is based on the belief that this can best be achieved through consideration and discussion of a wide variety of ideas and possibilities by a large number of people, and is directed toward stimulating such consideration and discussion.

Part I of this report deals with the alternatives for the twelve sub-areas of the Chapel Hill Planning District and Part II with the alternatives for the larger area of Chapel Hill and its environs.

PART I DEVELOPMENT ALTERNATIVES FOR TWELVE SUB-AREAS OF THE CHAPEL HILL PLANNING DISTRICT

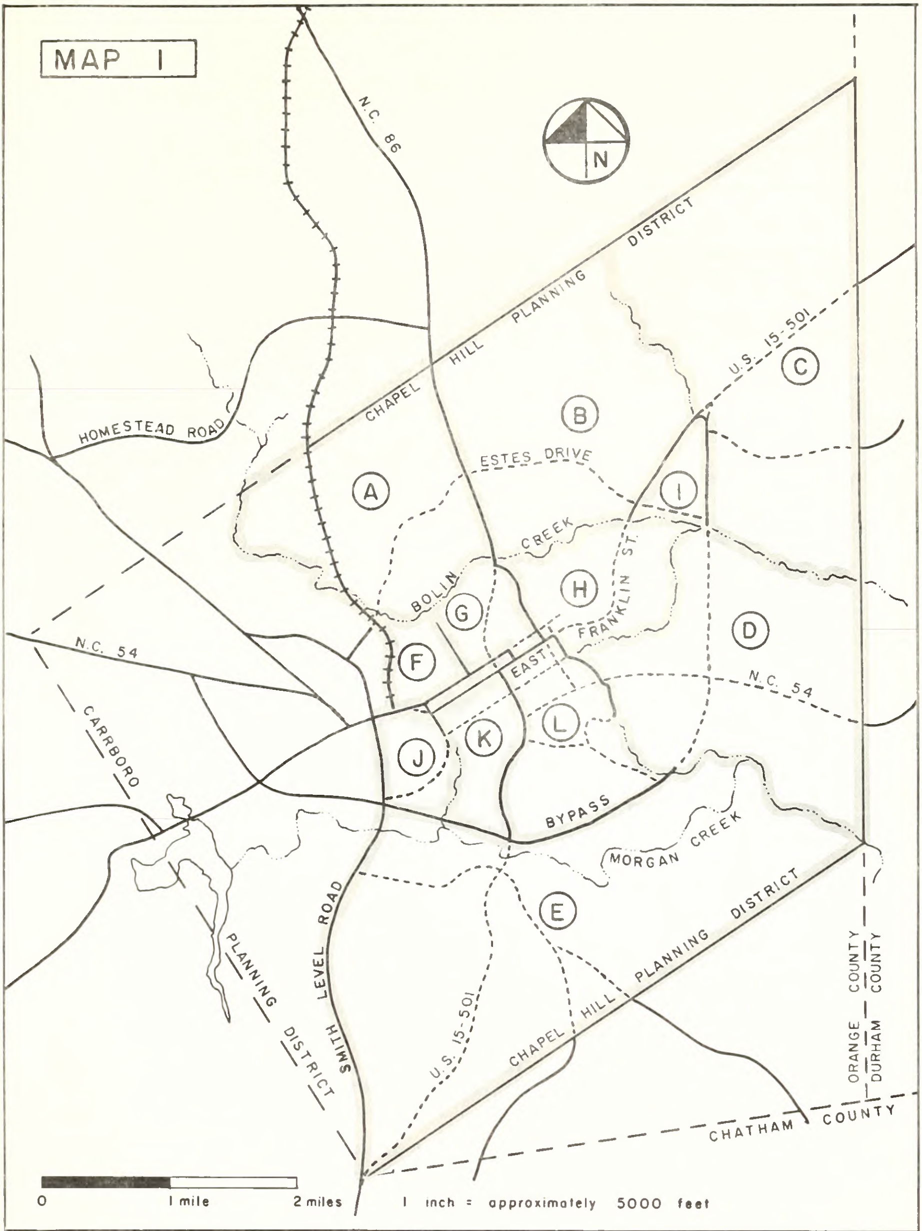
The original sets of alternatives for sub-areas of the Chapel Hill Planning District were presented at twelve regular meetings of the Chapel Hill Planning Board, as well as to other interested groups, during 1967 and 1968. These original presentations with only slight modifications are presented here in Part I except for the original presentation maps which were all at a scale of 1"=200'.. The maps in this report vary from 1"=480' to 1"=2150', and consequently do not show some of the detail of the original maps. In almost all cases the lost details are of local residential streets, lot layouts, apartment complex or shopping center layouts, and other elements of a similar scale which were presented primarily by way of example and at a level of detail not necessary to set forth basic concepts.

Change is sometimes slow and gradual but often rapid and unexpected, and it should be noted that some of the ideas presented in the alternative schemes for the twelve sub-areas of the Chapel Hill Planning District have, since these sets of alternatives were originally presented in 1967 and 1968, either been realized or been made infeasible or impractical by recent actions. Similarly, it could be that by the time this report is published or read, some of the other ideas, including those prepared in 1969 for the entire Chapel Hill area, and found in Part II, will have been made infeasible or otherwise made less useful as subjects of consideration.

Footnotes will occasionally be used to bring the reader up to date on a development occurring since the preparation of the original presentation which has seriously affected the meaningfulness of the original feature or concept. There may be other developments, such as the re-naming of all the residential zones in the local zoning ordinance, which could lead to some confusion if one is not conscious of the stretch of time over which this report has been prepared.

The twelve sub-areas of the Chapel Hill Planning District are identified in Map 1 on the following page.

MAP I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CARRBORO
L
K
J
BYPASS
MORGAN CREEK
SMITH LEVEL ROAD
E
PLANNING DISTRICT
U.S. 15-501
CHAPEL HILL PLANNING DISTRICT
ORANGE COUNTY
DURHAM COUNTY
CHATHAM COUNTY
0
1 mile
2 miles
1 inch = approximately 5000 feet

CHAPEL HILL PLANNING DISTRICT: SUB-AREAS

A	UPPER BOLIN CREEK	G	AIRPORT ROAD
B	BOLIN CREEK - EASTWOOD LAKE - PINEY MT.	H	EAST CHAPEL HILL
C	DURHAM BOULEVARD	I	EASTGATE TO BOLIN CREEK
D	GLEN LENNOX - RALEIGH ROAD	J	MERRITT MILL ROAD
E	SOUTH OF MORGAN CREEK	K	WEST CHAPEL HILL
F	NORTHSIDE	L	UNIVERSITY

(Set of alternatives as originally presented on February 10, 1967)

That part of Chapel Hill and the Chapel Hill Planning District which lies west of Airport Road and Generally north of Bolin Creek, and extending up as far as Chapel Hill High School and Homestead Road. Within it lies Glen Heights Ⓐ , Colonial Heights Ⓑ , Elkin Park Ⓒ , and Pine Brook Estates Ⓓ .

EXISTING SITUATION

In spite of the subdivisions listed above, most of this study area has up to the present remained relatively undeveloped. Much of the land, including the Airport, belongs to the University, including the University Railway Ⓔ which runs through the area, but is on long-term lease to the Southern Railway Company.

Recent developments, such as the locating of Chapel Hill High School in this area and the construction of a part of the Thoroughfare Plan linking Hillcrest Avenue in Carrboro with Estes Drive at Airport Road Ⓕ indicate that the area may not long stay as undeveloped as it is. Adding to this possibility is the growing need of the University for space and the growing need near downtown Chapel Hill for residential areas for campus oriented families and individuals.

Currently the area being considered is to a great extent open land, much of it rising in hilly fashion from the level of Bolin Creek Ⓖ to the plateau created by the Airport Ⓗ . The area is crossed by very few roads considering its nearness to central Chapel Hill, creating what might be termed a "green wedge" of open space in the total developed area of the town. One new road is being built in 1967 cutting across this wedge, as does Bolin Creek. For many years the area has also been cut by the University Railway. Recently a fifteen inch sewer line has been run up Bolin Creek Ⓘ to the new high school site which is capable of serving much more than the school itself. The Thoroughfare Plan proposes two more roads through the area: a section of a northern bypass and a north-south connector between the high school property and Umstead Drive.

THE ALTERNATIVES

Three alternatives have been designed around three possible ways of developing residential land and three possible ways in which the University might make use of its large holdings. These basic possibilities are combined as follows:

Alternative A - residential development of single family houses on individual lots. The Airport maintained or improved as a transportation facility.

Alternative B - residential development featuring "cluster" type arrangements. Use of University land for student housing.

Alternative C - residential development primarily in multi-family units at higher density combined with maintenance of larger areas of open space. Development of University land as a second campus.

The main elements of the three plans are explained below.

ALTERNATIVE A

The land developed as residential ① is so developed in general conformance with current zoning and subdivision criteria at densities ranging from 10,000 to 20,000 square feet minimum lot size (RA 10, RA 15, and RA 20 zones). Current trends indicate a local preference for this style of living which is likely to continue.

The Airport ② is resurfaced or generally improved. At the present we know little of the effects of future technology on such areas as transportation nor what its requirements in terms of land will be. A future use of some helicopter-related mode of transport, or other means not as yet evolved, may make it important to have a large, flat and open area handy to the center of a community. Abandoning the Airport at this time on the basis of limited current demand may turn out to be a short-sighted policy.

The main elements of the Thoroughfare Plan for Chapel Hill are incorporated into this alternative, which, in addition to the new link between Carrboro and Airport Road ③ includes a northern bypass road ④ and a radial road north from Umstead Drive ⑤ along or near the railroad tracks to the vicinity of the high school.

The railroad bed itself ⑥ is replaced by this latter element of the Thoroughfare Plan, thus taking advantage of considerable existing grading. Naturally, much hinges on the future uses of the railroad itself.

The open-space elements are approximately those of the Chapel Hill General Plan for 1980 and those of the 1965 report by the Mayor's Open-Space Committee. It provides for a strip of undeveloped land along Bolin Creek ⑦ , thus using land which, because of its propensity to flood, its sometimes ravine-like nature, the cost of bridging or other factors is often difficult to develop. At the same time it provides open-space closer to more homes than the same total area in one compact shape could do, takes advantage of a pleasant natural feature and provides a relatively unbroken link from the high school property to the proximity of downtown Chapel Hill.

An elementary school ⑧ and junior high school ⑨ are shown, which is only to say that at such time that the population of the area grows to the point of warranting such schools in this part of the school district they might well be located as shown, on or at the intersection of major elements of the Thoroughfare Plan. Since larger pieces of land will be harder and harder to come by, as well as increasingly expensive, it is not too soon to be thinking not only about where the next elementary and junior high school will be, but where the elementary schools will be when there are ten or twelve of them or the junior high schools when there are three or four of them.

Conspicuous by its absence, when the other alternatives are viewed, is any commercial facility. Access to downtown Chapel Hill, and the Eastgate area along a Bolin Creek thoroughfare is about as direct as possible in this alternative, while the total purchasing public is less than in the other two alternatives making the possibility of having no local shopping area most feasible in this plan.

ALTERNATIVE B

The residential areas in this alternative are developed in clusters ① in which the houses themselves are on smaller lots which, if the same overall zoning density is held to, makes a large amount of open space available to the home owners in any cluster development for such facilities as golf courses, pools, tennis courts or picnic areas. These are often operated by some kind of homeowners association. The many ways in which this may be handled are more than can be gone into at this time. /1

The University develops some of its own lands in cluster-like groupings for its married students ② . Residents who are to remain for from one to three years only cannot be expected to be interested in the upkeep and development of large areas of yard around their dwelling unit, and yet ought to have the opportunity to use near-at-hand open space.

The University develops the airport area for dormitories and adequate parking facilities ③ , using the flat and unlandscaped areas of the present runways for space consuming athletic facilities ④ (such as practice fields and intra-mural fields) difficult to provide on the old campus, while setting the residences into the adjacent more wooded areas.

Some sort of bus service ⑤ is provided to the academic center of the campus and out from the main campus to the residential and athletic facilities. An extension of this service to the Chapel Hill High School property would make it possible to take advantage of the fact that public school students and University students will have a need to go in opposite directions from one another at the same time.

The use of the lower part of the high school property for a future junior high school ⑥ will save on future land acquisition for this facility and will increase the benefits derived from any roads which may have to be built anyhow to gain proper access to the high school. It would also add to the feasibility of the aforementioned bus route.

An elementary school site ⑦ between the intersection of the area's major north-south and east-west roads and Bolin Creek, convenient both to new University oriented housing, older private single-family housing, and Carrboro is shown.

Some part of the airport area ⑧ along this bus route may be kept in reserve for the future possible development of something like efficient and effective and, hopefully, quiet, helicopter service, if only as far as Raleigh-Durham or Greensboro Airports.

Many of the cluster developments are so designed that access to Bolin Creek is possible without crossing any but local residential streets, and often not even these. Taking advantage of the level path already cleared for the sewer line from the high school, along Bolin Creek, down to Airport Road and even beyond is a proposed bicycle path ⑨ . Since the railroad trestle bridges this route, the only barrier to such a path is the currently being built extension of Hillcrest Avenue. If such a bicycle path is built it should include access to nearby residential areas all along the route, as well as the downtown. An even more ambitious program might try to use the gas company easement from Piney Mountain Road and Airport Road to the high school as an extension of the former route ⑩ .

The main road system is similar to that of the Thoroughfare Plan as visualized in Alternative A, but leaves out a section along Bolin Creek between the northern bypass and East Franklin Street. The road to the high school-junior high school complex is linked instead to North Greensboro Street in Carrboro ⑪ . Though this does less than it might do to improve the link between the eastern part of Chapel Hill and the school property, the possibility of a second high school somewhere across town might eventually eliminate this as a weakness.

1/ The Chapel Hill Subdivision Ordinance has been modified since 1967 to make cluster development a realizable possibility for the developer.

The fact that this plan directs considerable traffic onto Airport Road suggests the possibility of a shopping center somewhere along this road ⑫ . The possibility shown here places such a center across Airport Road from the actual area under consideration at a point where the radial route, Airport Road, is crossed by the northern bypass, a route that actually runs from Route 15-501 east of Eastgate to Route 54 northwest of Carrboro.

This alternative, although it might as easily have been included in either of the other two, considers the possibility of an area devoted to mobile home courts ⑬ . The location of mobile home courts at a distance from the roadside might do much to reduce the kind of conflict which has grown up around them, and it might be possible that the same kind of density zoning which would make cluster development possible could be used to make this kind of buffer feasible to the would-be mobile home court operator.

ALTERNATIVE C

This alternative envisions the development of a whole strip ① of relatively dense multi-family units. The denser development in one part of the community can release pressure for over-development in others, or for the imposition of multi-family structures into traditionally single-family areas. It can also make it possible to allow for larger parcels of open-space, as shown here along Bolin Creek ② .

The above development may be more justified in conjunction with the development of an entire new campus at the present airport ③ . In fact, that part of the envisioned multi-family area located on University property may be thought of as married student apartment units. Of course, the nature of the campus, whether graduate or undergraduate in nature, specialized or general in its program, etc., must determine to a great extent both the size and design of the campus, and the character and amount of development which may be expected to grow up in its vicinity. The pattern of campus shown here is no more than an off-hand sketch to give a bit more sense of something actual than the mere word "Campus" placed in a large bare area of paper.

The open space is the most extensive of all three plans, and ties areas north of the new campus with the high school and Bolin Creek and on down to the Umstead Recreation Center and beyond. Such an area can be used both for such linear facilities as hiking and bridle paths and such space consuming facilities as ball fields.

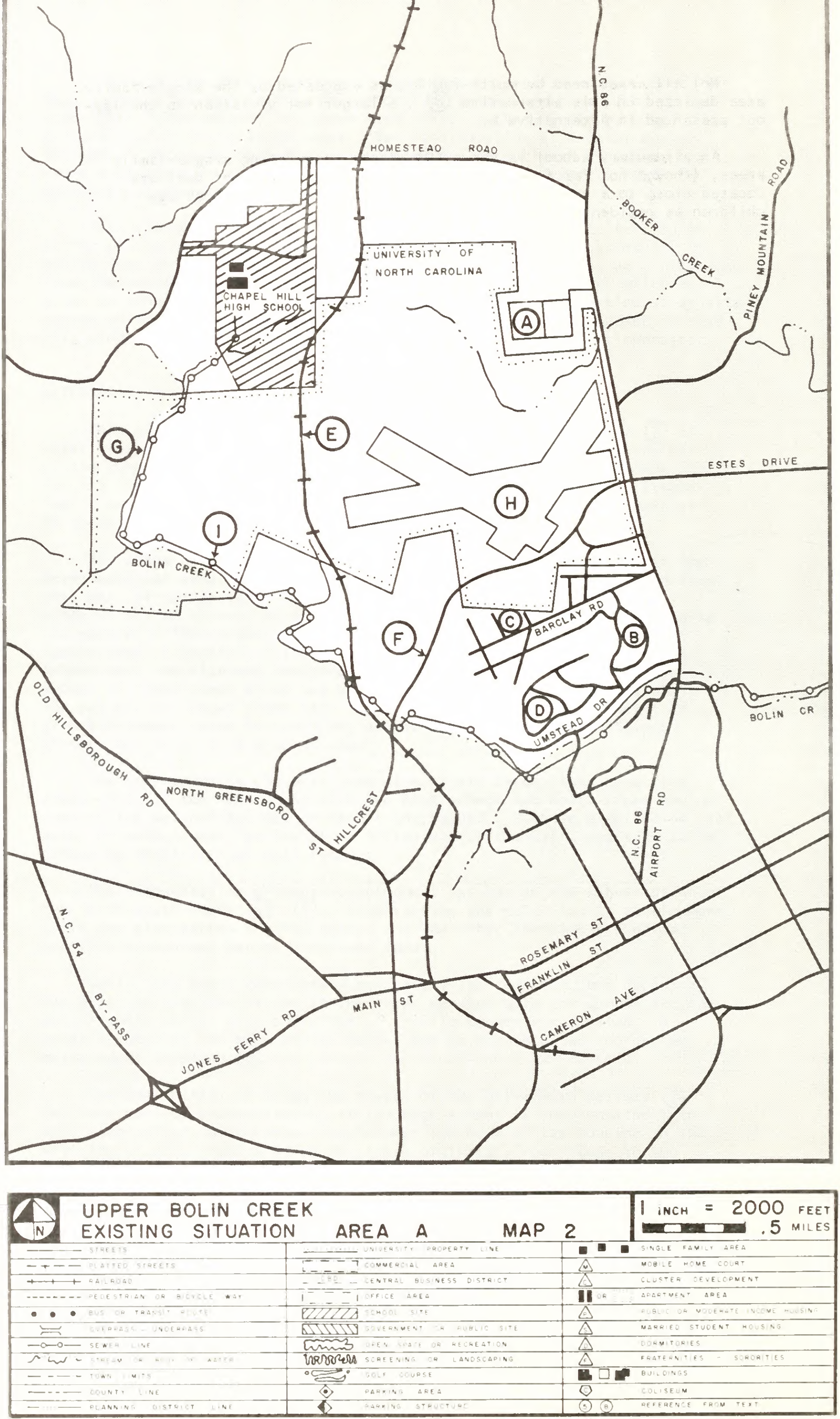
The concentration of dense development has led to the substitution of two north-south roads ④ ⑤ , both serving the multi-family development, while one also serves the new campus and the other the high school and possibly even areas beyond Homestead Road.

Again, the heavy concentration suggests the need for some shopping and other service facilities in the area, serving both the campus and the multi-family units, with a minimum of traffic congestion created. A location both at the edge of the campus and at the intersection of two major roads is shown ⑥ .

The possibility of using the tracks of the University Railway ⑦ for some sort of transportation to the high school is incorporated into this alternative, which also concentrates the bulk of its housing in the vicinity of this track. Since the track ultimately runs close to the old campus near the western end of Cameron Avenue it may be that a kind of train-bus vehicle could be used not only to serve the public schools but also to serve both campuses. Investigation into the feasibility of this idea would naturally be required.

Not all areas need be multi-family, as suggested by the single-family area depicted in this alternative ⑧ , a larger lot variation to the layout presented in Alternative A.

An elementary school is shown ⑨ closer to existing single-family areas, (though not far from apartment areas) since apartment dwellers located close to a campus are not likely to have as many school age children as residents of single-family homes.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CAMERON AVE
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JONES FERRY RD
N.C. 54 BY-PASS
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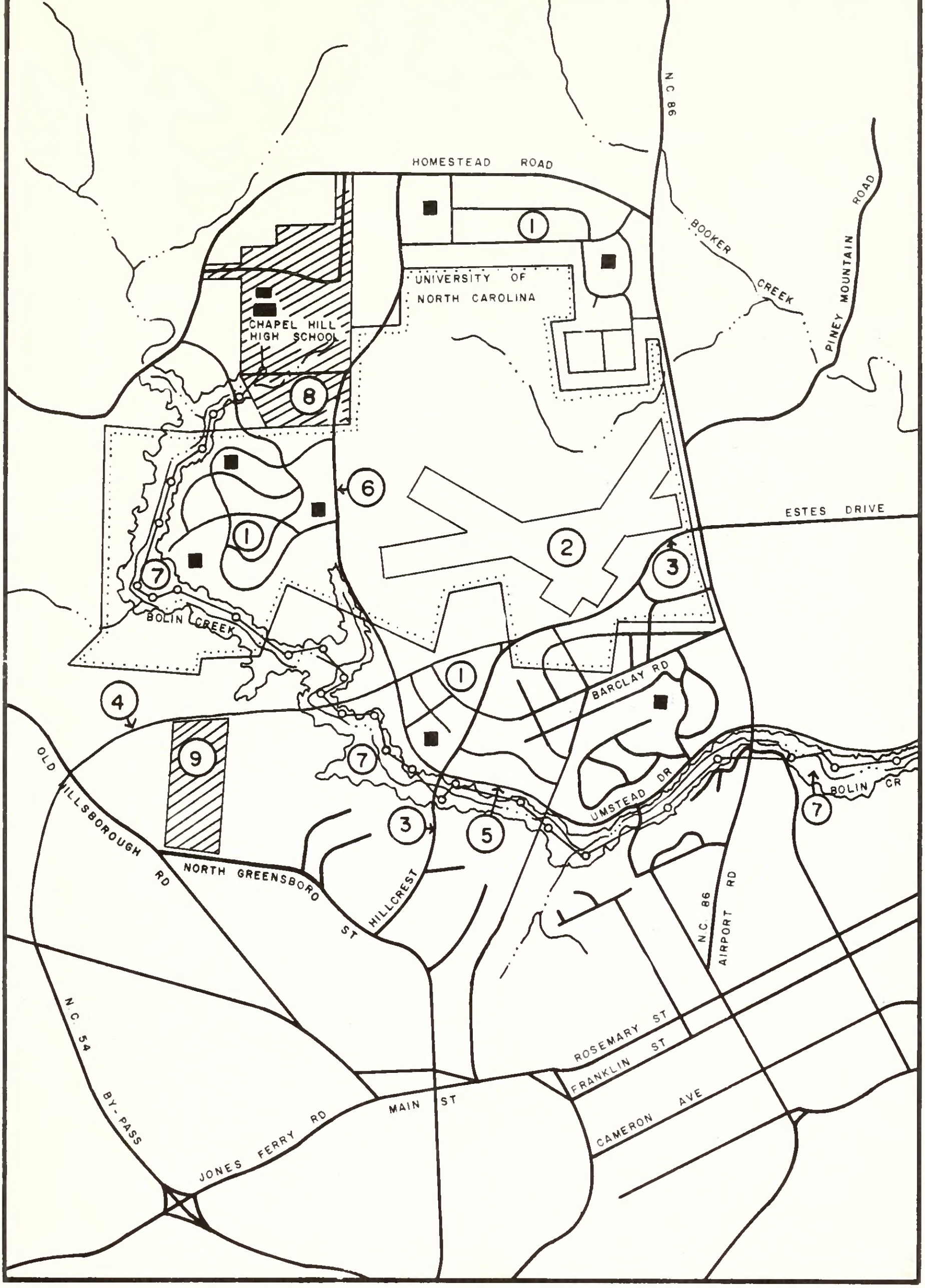
1 INCH = 2000 FEET
.5 MILES
STREETS
PLATTED STREETS
RAILROAD
PEDESTRIAN OR BICYCLE WAY
BUS OR TRANSIT ROUTE
OVERPASS – UNDERPASS
SEWER LINE
STREAM OR BODY OF WATER
TOWN LIMITS
COUNTY LINE
PLANNING DISTRICT LINE
UNIVERSITY PROPERTY LINE
COMMERCIAL AREA
CBD
CENTRAL BUSINESS DISTRICT
OFFICE AREA
SCHOOL SITE
GOVERNMENT OR PUBLIC SITE
OPEN SPACE OR RECREATION
SCREENING OR LANDSCAPING
GOLF COURSE
PARKING AREA
PARKING STRUCTURE
SINGLE FAMILY AREA
M
MOBILE HOME COURT
C
CLUSTER DEVELOPMENT
OR
APARTMENT AREA
P
PUBLIC OR MODERATE INCOME HOUSING
S
MARRIED STUDENT HOUSING
D
DORMITORIES
F
FRATERNITIES - SORORITIES
BUILDINGS
C
COLISEUM
5
B
REFERENCE FROM TEXT

UPPER BOLIN CREEK
EXISTING SITUATION AREA A MAP 2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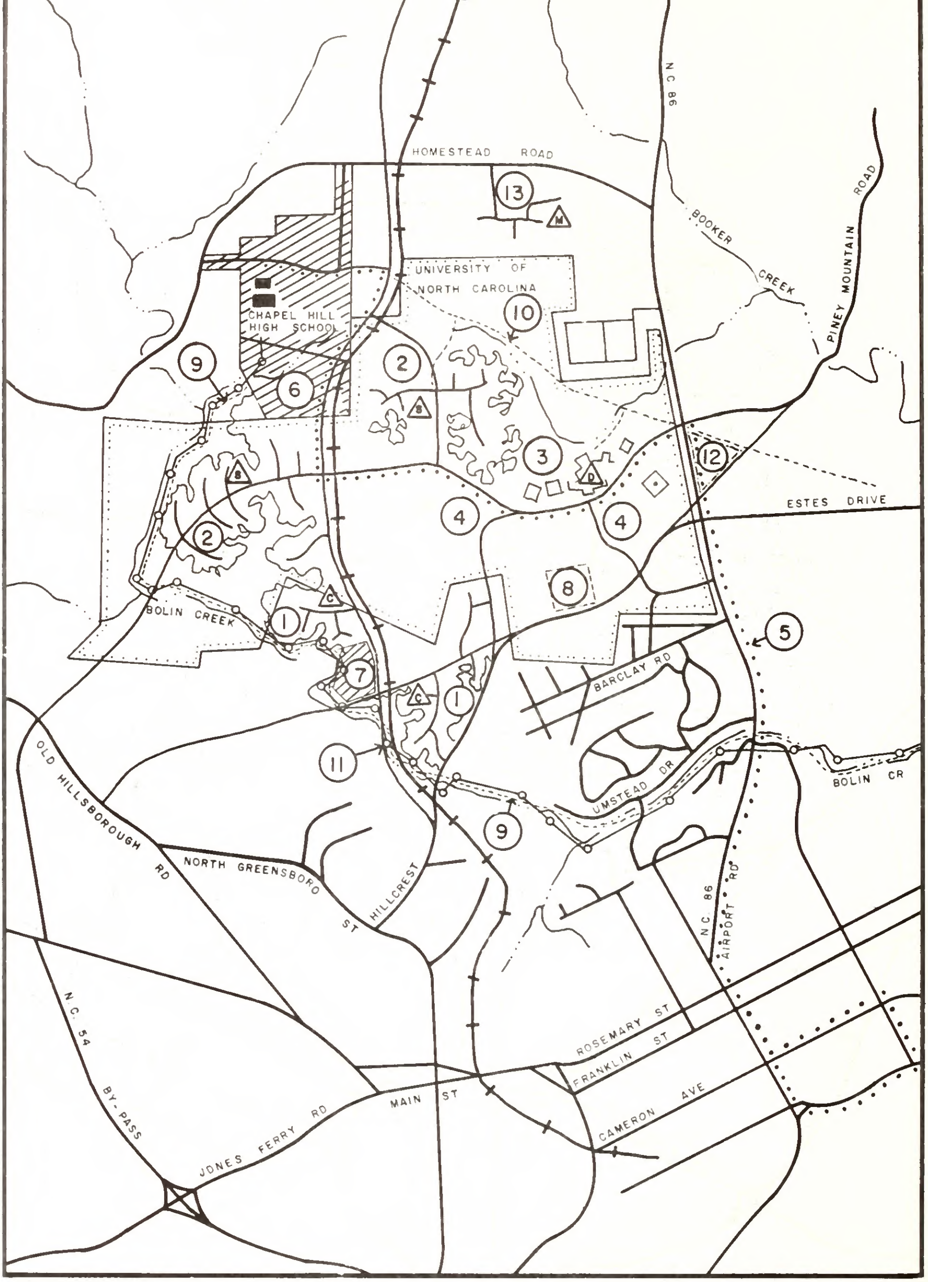
UPPER BOLIN CREEK
ALTERNATIVE A AREA A MAP 3

1 INCH = 2000 FEET
.5 MILES

———	STREETS	·······	UNIVERSITY PROPERTY LINE	■ ■ ■	SINGLE FAMILY AREA
— — —	PLATTED STREETS		COMMERCIAL AREA	△M	MOBILE HOME COURT
—+—+—	RAILROAD	CBD	CENTRAL BUSINESS DISTRICT	△C	CLUSTER DEVELOPMENT
- - - -	PEDESTRIAN OR BICYCLE WAY		OFFICE AREA	▮ OR ⬚	APARTMENT AREA
● ● ●	BUS OR TRANSIT ROUTE	▨	SCHOOL SITE	△P	PUBLIC OR MODERATE INCOME HOUSING
	OVERPASS - UNDERPASS	▧	GOVERNMENT OR PUBLIC SITE	△S	MARRIED STUDENT HOUSING
—o—o—	SEWER LINE		OPEN SPACE OR RECREATION	△D	DORMITORIES
	STREAM OR BODY OF WATER		SCREENING OR LANDSCAPING	△F	FRATERNITIES - SORORITIES
—·—·—	TOWN LIMITS		GOLF COURSE	■ □	BUILDINGS
—··—··	COUNTY LINE	◈	PARKING AREA	⬡C	COLISEUM
—····—	PLANNING DISTRICT LINE	◆	PARKING STRUCTURE	⑤ Ⓑ	REFERENCE FROM TEXT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BARCLAY RD
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UMSTEAD DR
BOLIN CR
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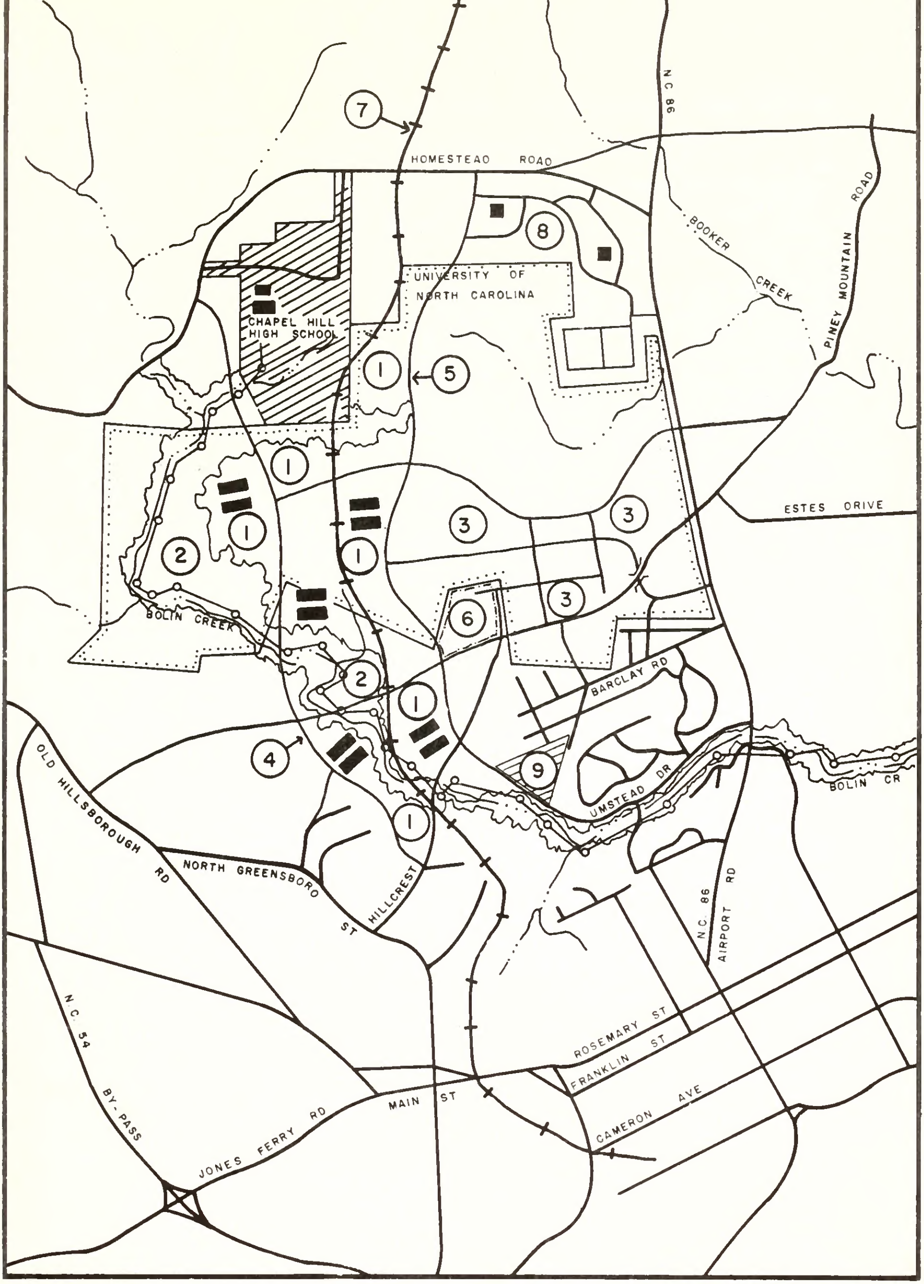
OLD HILLSBOROUGH RD
NORTH GREENSBORO ST
HILLCREST
N.C. 86
AIRPORT RD
ROSEMARY ST
FRANKLIN ST
CAMERON AVE
MAIN ST
JONES FERRY RD
N.C. 54 BY-PASS

UPPER BOLIN CREEK
ALTERNATIVE B AREA A MAP 4

1 INCH = 2000 FEET
.5 MILES

———	STREETS	········	UNIVERSITY PROPERTY LINE	■ ■ ■	SINGLE FAMILY AREA
— — — —	PLATTED STREETS	▭	COMMERCIAL AREA	△M	MOBILE HOME COURT
+—+—+	RAILROAD	CBD	CENTRAL BUSINESS DISTRICT	△C	CLUSTER DEVELOPMENT
- - - - - - - -	PEDESTRIAN OR BICYCLE WAY	▭	OFFICE AREA	▮▮ OR ▯	APARTMENT AREA
● ● ●	BUS OR TRANSIT ROUTE	▨	SCHOOL SITE	△P	PUBLIC OR MODERATE INCOME HOUSING
)(	OVERPASS - UNDERPASS	▧	GOVERNMENT OR PUBLIC SITE	△S	MARRIED STUDENT HOUSING
—o—o—	SEWER LINE	〰	OPEN SPACE OR RECREATION	△D	DORMITORIES
〰	STREAM OR BODY OF WATER	〰	SCREENING OR LANDSCAPING	△F	FRATERNITIES - SORORITIES
— - — - —	TOWN LIMITS	∘ ●	GOLF COURSE	■ □ ■	BUILDINGS
— - - —	COUNTY LINE	◈	PARKING AREA	Ⓒ	COLISEUM
— ···· —	PLANNING DISTRICT LINE	◆	PARKING STRUCTURE	⑤ ⑧	REFERENCE FROM TEXT


7
HOMESTEAD ROAD
N C 86
8
BOOKER CREEK
PINEY MOUNTAIN ROAD
UNIVERSITY OF NORTH CAROLINA
CHAPEL HILL HIGH SCHOOL
1
5
1
2
1
1
3
3
3
6
ESTES DRIVE
BOLIN CREEK
2
1
BARCLAY RD
4
9
UMSTEAD DR
BOLIN CR
1
OLD HILLSBOROUGH RD
NORTH GREENSBORO ST
HILLCREST
N.C. 86
AIRPORT RD
ROSEMARY ST
FRANKLIN ST
MAIN ST
CAMERON AVE
JONES FERRY RD
N.C. 54 BY-PASS

UPPER BOLIN CREEK ALTERNATIVE C AREA A MAP 5

1 INCH = 2000 FEET
.5 MILES

———	STREETS	······	UNIVERSITY PROPERTY LINE	■ ■ ■	SINGLE FAMILY AREA
— — —	PLATTED STREETS	┌ ┐	COMMERCIAL AREA	Ⓜ	MOBILE HOME COURT
—+—+—	RAILROAD	— BD —	CENTRAL BUSINESS DISTRICT	Ⓒ	CLUSTER DEVELOPMENT
- - - - -	PEDESTRIAN OR BICYCLE WAY	┌ ┐	OFFICE AREA	▌▌ OR	APARTMENT AREA
● ● ●	BUS OR TRANSIT ROUTE	▨	SCHOOL SITE	Ⓟ	PUBLIC OR MODERATE INCOME HOUSING
)(	OVERPASS - UNDERPASS	▧	GOVERNMENT OR PUBLIC SITE	Ⓢ	MARRIED STUDENT HOUSING
—o—o—	SEWER LINE	〰	OPEN SPACE OR RECREATION	Ⓓ	DORMITORIES
∽	STREAM OR BODY OF WATER	〰	SCREENING OR LANDSCAPING	Ⓕ	FRATERNITIES - SORORITIES
—·—·—	TOWN LIMITS		GOLF COURSE	■ □ ■	BUILDINGS
— - - —	COUNTY LINE	◈	PARKING AREA	Ⓒ	COLISEUM
—···—	PLANNING DISTRICT LINE	◆	PARKING STRUCTURE	⑤ Ⓑ	REFERENCE FROM TEXT

(Set of alternatives as originally presented on July 5, 1967)

That part of the Chapel Hill Planning Area east of Airport Road (N.C. 86), north of Bolin Creek, and west of East Franklin Street, Booker Creek and a line running approximately north from Eastwood Lake.

EXISTING SITUATION

This area includes about 10% of the total planning areas of Chapel Hill and Carrboro. It is basically a residential area and all of the alternatives assume that it will stay so. It is, however, bordered on two sides by main radial roads (Airport Road and East Franklin Street) leading to the center of Chapel Hill and along these roads development other than residential has sometimes been considered in the alternatives.

For the purposes of comparison a set population growth for this area of Chapel Hill has been assumed and used in all three alternatives. Recent projections of the Research Triangle Regional Planning Commission would indicate a population increase in the Chapel Hill and Carrboro planning areas of about 12,000 between now and 1980. About 3,000 of this number would probably be housed on the University of North Carolina campus. On the basis of its area alone, the part of Chapel Hill being studied here would receive about 900 of the increase of 9,000 which might be seeking housing in one of the two planning areas. On the basis of recent trends, availability of undeveloped land and of water and sewer, and on the theory that the real concern here is to be prepared for what may happen if an area develops more rapidly than expected rather than less. It has been assumed that this development area might actually receive 20% rather than 10% of the growth to 1980. This comes to 1,800 rather than 900 or, at an assumed three people per dwelling unit, to 600 dwelling units.

If it turns out that our 20% assumption is too high for 1980, it may still give us a figure for population growth which could be appropriate for 1985 or some other later date with little harm done, since there is no special reason for our being concerned specifically with Chapel Hill in 1980. We are concerned with the future of Chapel Hill and, right now, of this part of Chapel Hill. When we develop a feeling for what that future ought to be like, our concern will then be with the decisions made and actions taken every day, starting immediately, that will lead toward the future regardless of how many years away the vision we happen to have had may be.

THE ALTERNATIVES

There are six basic categories of development which are treated differently in each of the three alternatives, although in the case of schools and offices the differences may be that in one or two of the alternatives they don't appear at all. These six categories are:

1. Residential development
2. Major thoroughfare elements
3. Commercial development
4. Office development
5. School development
6. Open space and recreational development

RESIDENTIAL DEVELOPMENT

The basic differences between alternatives, since the total number of new dwelling units is being held at 600 in each case, are in the type of dwelling unit and in location. The two are to some extent related, since certain land lends itself to single-family lots and homes while other land, generally closer to main thoroughfares, lends itself more readily to multi-family dwelling units.

In most cases locations have been picked as plausible for the particular kind of residential use in question, but other plausible locations may not be shown as developing. In many cases, which land develops and which doesn't depends so much upon the inclinations of the landowners that, where there is considerably more developable land than there is need for development, projecting which might develop first is little more than guess work, or at best calculated guess work given a few hints such as location of sanitary sewer or of water supply.

Alternative A:

Alternative A shows how the whole area might contain 600 additional dwelling units if all new development was of single-family homes.

A count shows that there are still about 150 undeveloped lots in such well-established subdivisions as Estes Hills ① , Coker Hills ② and Lake Forest ③ . There are also 272 lots shown in preliminary plats for three subdivisions in the area (North Forest Hills ④ , Coker Hills Extension ⑤ and property of Harold Green ⑥). If these would be developed first it would only be necessary to develop an additional 178 single-family homes to make up the total of 600 units which we are assuming. On the assumption, however, that only three out of every four new lots or lots still undeveloped in 1967 will actually be built upon by 1980, Alternative A actually shows development of an area equal to 800 lots, or an increase of 378 lots from those presently shown on preliminary or final plats, but not built upon.

These 378 lots (plus an additional 14 which replace 14 from older plats which have been shown as converted into neighborhood parks) have been shown as partly on undeveloped land near present utilities along Bolin Creek ⑦ , but primarily on land east of Piney Mountain Road and adjacent to Lake Forest and the new proposed development of Coker Hills Extension ⑧ . Thus it doesn't appear that any of this land would be difficult to service with utilities by 1980.

This single-family development, even though mostly shown at RA-20 densities, consumes only a part of the presently undeveloped land in this study area. At higher densities, and particularly at multi-family densities as in the other alternatives, it is clear that still less of this land would be developed.

Alternative B:

Residential development in Alternative B includes much of the single-family development anticipated by Alternative A, particularly in already existing or planned subdivisions, as well as some along an "outer loop" ① , but places a good many of the dwelling units in multi-family structures, very possibly of the garden apartment type. These are located on or just off major streets such as East Franklin Street ② , Airport Road ③ and Estes Drive ④ .

Alternative C:

Alternative C takes the tendency of Alternative B to substitute multi-family housing for single-family housing to a further extreme by developing about two thirds of the units in this fashion, though the principle of developing near the major streets remains the same. Included is an apartment development which has already received a Special Use Permit located north of Bolin Creek near the base of Hillsborough Street ① . The development of 400 units at current multi-family density ② compared to single-family at the present densities for single-family housing in this area would reduce the acreage involved in residential development from about 200 acres for single-family housing to about 30 acres for multi-family housing. Considerably less land would also have to go into streets.

MAJOR THOROUGHFARE ELEMENTS

Closely related to residential development, sometimes causing it to locate where it does but also sometimes being developed as a result of the desire to create residential development in a certain location, is the road and street pattern. Of particular concern in these alternatives are the presence and locations of elements of the Chapel Hill Thoroughfare Plan.

The major radial roads, Airport Road and East Franklin Street, both assumed to be much improved in capacity well before 1980, appear in each of the alternatives. The other pertinent elements, a part of an "inner loop" along Bolin Creek, a part of an outer loop running between Chapel Hill High School to the west and Durham Boulevard to the east, and a road segment which would connect such an outer loop to the new road being built in 1967 to link Carrboro to Estes Drive at Airport Road, each appear in variations in some of the alternatives but not in others.

Alternative A:

The exclusively single-family development of this alternative, placing as it does more emphasis on growth further out from the center of Chapel Hill, has made an outer loop and a link between such an outer loop and major roads leading toward the downtown areas more important. The outer loop is shown as connecting Brookview Road in Lake Forest with Stateside Drive as it leads into N.C. 86 ⑨ , while the above mentioned link runs along the present Piney Mountain Road at its north end, linking this with the present intersection of Airport Road and Estes Drive at its south end ⑩ . Estes Drive itself is adjusted to avoid a five-cornered intersection at this point ⑪ . These roads and residential development are seen as growing along together.

Alternative B:

With apartment development in closer to the center of Chapel Hill an inner loop along Bolin Creek is important to this alternative ⑤ . An outer loop is also envisaged tying the Lake Forest area in to N.C. 86 at Homestead Road ⑥ rather than further north at Stateside Drive, thus making a much more direct and probably less costly link between residential development on the east and the High School to the west. In this scheme Airport Road itself or an improved Piney Mountain Road would serve to link outer and inner loops.

Alternative C:

For the same reasons as in Alternative B a thoroughfare along Bolin Creek is shown ③ . The much more dense development of Alternative C implies considerably less spread of development away from the center of

Chapel Hill and thus less need for an outer loop. In this alternative this has been shown by means of an outer loop that is not so far out; in fact, very much the same route shown in Alternative A as linking Lake Forest by means of Piney Mountain Road with Estes Drive and ultimately Carrboro and downtown Chapel Hill ④ . This road pattern is related to the less emphasis placed on residential development along the upper reaches of Airport Road.

COMMERCIAL DEVELOPMENT

Commercial development differs from alternative to alternative but is fairly consistent in staying close to the main radial routes from the center of town.

Alternative A:

In Alternative A in which residential development is single-family development and is primarily in the interior of the study area, the commercial development is located at the main entrance to this interior area from Airport Road and East Franklin Street. At East Franklin Street and Estes Drive (an area which is already significantly commercial) ⑫ and at the outer loop and N.C. 86 ⑬ the areas are more on a neighborhood service scale. The commercial area shown where Estes Drive meets the new link to the outer loop ⑭ , a major gateway to much new residential development is visualized as considerably larger than a neighborhood center and as serving certain needs for a good many of all those residing north of Chapel Hill. It is bounded by two roads, a gas line easement and a power line.

Alternative B:

In Alternative B a series of small clusters of commercial development are seen along the radial routes as they lead out towards an outer loop ⑦ . To a great extent these will alternate with multi-family developments along these roads, but in some of the best cases may turn out to be designed as part of a package with apartment development. Though scattered along these roads, there should still be a distinct area to each cluster and a clear and fairly extensive break between each one. If this is the type of commercial development which we can ultimately expect on these roads perhaps some standards concerning the character of the clusters and the minimum distances between clusters should be developed.

Alternative C:

In Alternative C, in the same way that a small area of dense apartment development has substituted for a large area of half-acre lots, a single large commercial area has been made to take the place of several smaller areas. In the study area itself such a commercial center is shown at Airport Road and Estes Drive ⑤ . Also acknowledged by the failure to develop any additional commercial area on East Franklin Street is the envisioned presence of another large commercial area just out of this study area in the triangle between East Franklin Street, 15-501 Bypass and South Estes Drive ⑥ .

OFFICE DEVELOPMENT

Shown only in Alternative A, though possible in conjunction with some of the features of the other two alternatives, is an area along the northwest side of East Franklin Street from Estes Drive to approximately Milton Avenue ⑮ which would include office type business development but not those commercial type areas dealing in trade and services. Highly visible from the street, and hopefully distinctively designed and well landscaped, these would be reached by an access road in the rear connecting Estes Drive with Elliott Road and another running east from Elliott Road.

While there has been a natural reluctance to let a long strip of this main entranceway to Chapel Hill be turned over to a series of commercial enterprises, the same strip does become in time less and less satisfactory as a single-family residential area. This is particularly true as road widening projects eliminate much of the buffer of front yard and trees which once shielded the homes along this street. The development of offices, if a market exists for them, or of apartments, as suggested in Alternative C, may be a satisfactory solution. Such development should, however, strive to avoid as much as possible a conflict between vehicles passing by and those moving into and out of these areas. An office development of this sort is proposed in Alternative B for N.C. 86 across from the airport ⑧ .

SCHOOL DEVELOPMENT

This study area already has an elementary school and a junior high school, and is on the same side of town as the one high school. While 600 new dwelling units could be enough to make a new elementary school in this area feasible, there is no expectation of any higher level school needs, unless a private school should seek to locate here. Alternative B shows one possible location for a new elementary school on the outer loop where it might partially serve this study area as well as areas to the west of N.C. 86 near Homestead Road ⑨ . Alternative A shows a similar location at the intersection of the outer loop and N.C. 86, but on the western side of N.C. 86 ⑯ and thus just out of this study area. The present Estes Hills Elementary School is so centrally located in the area that if the area were to ever include a new school it would probably be on its periphery serving areas both within and outside of the study area.

OPEN SPACE DEVELOPMENT

Each alternative represents one concept of open space although throughout an entire community one might expect some sort of a balance between types of open space.

Alternative A:

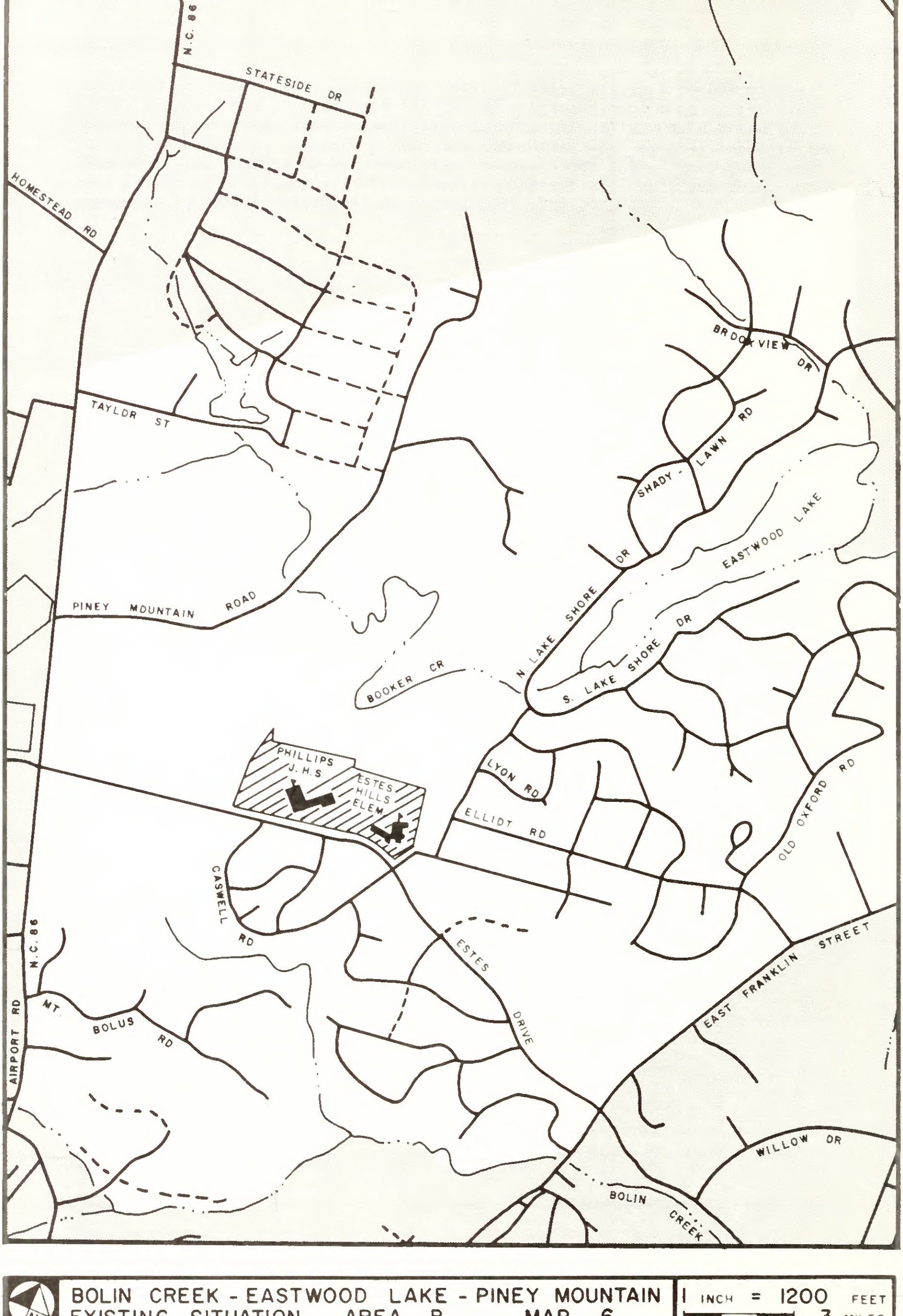
With single-family residences spreading over a fairly large area, this alternative puts its emphasis on small neighborhood type parks and recreational areas ⑰ . In many cases these might come into existence with the development of a new subdivision, the subdivision in that case being thought of as the neighborhood. The areas might range in size from small children's playgrounds to ball fields where the land is level enough to make it feasible, and might have their main functions in the areas of athletics, relaxation or aesthetics, or in some combination of these.

Alternative B:

Multi-family development closer to the heart of Chapel Hill in this alternative has led to development of park areas along Bolin Creek large enough to afford a wide variety of possible recreational activities ⑩ . Taking advantage of a large piece of undeveloped land with a dramatic view over Eastwood Lake is another park area which would be of increasing value as the surrounding areas grew ⑪ . This area might serve the whole Chapel Hill community, especially for family type outings.

Alternative C:

The concept of this alternative is of the use of open space as a linear link and pathway system within the community. As in Alternative B, Bolin Creek is used ⑦ , in this case emphasizing with possibly hiking and bicycle paths ⑧ the connections between this study area and others both upstream and down. Continuation of paths of this sort up branches of the creek such as that past Estes Hills to the present school complex and even beyond, using stream beds or utility easements primarily, would start to create other useful linkages within the community, much as envisioned in the report of the Mayor's Ad Hoc Committee on Open Space ⑨ . Once such links are broken by development it is virtually impossible to retrieve them, which makes early consideration of their potential vital.

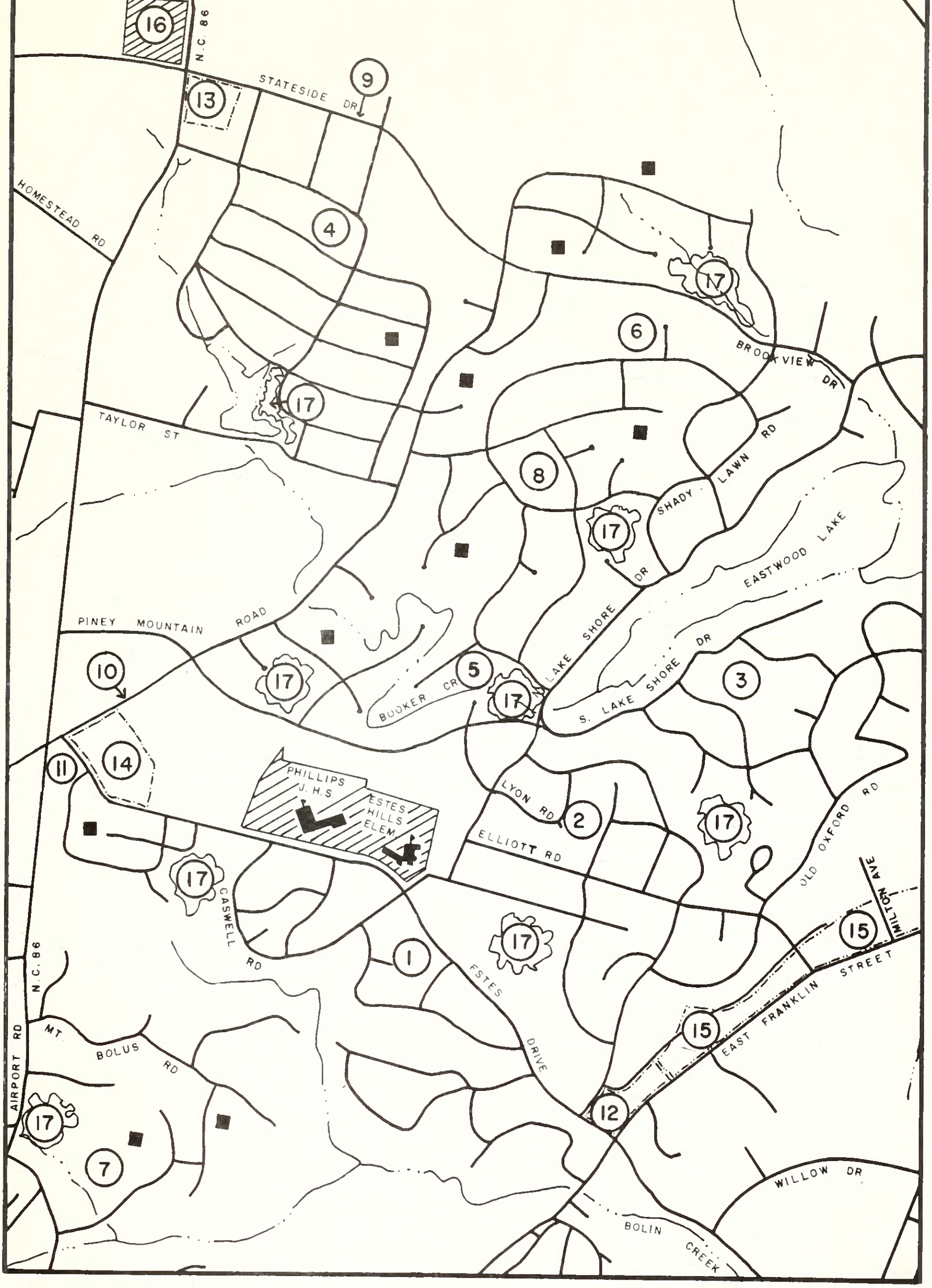

N.C. 86
STATESIDE DR
HOMESTEAD RD
TAYLOR ST
PINEY MOUNTAIN ROAD
BROOKVIEW DR
SHADY-LAWN RD
N. LAKE SHORE DR
EASTWOOD LAKE
S. LAKE SHORE DR
BOOKER CR
PHILLIPS J.H.S
ESTES HILLS ELEM
LYON RD
ELLIOT RD
OLD OXFORD RD
CASWELL RD
ESTES DRIVE
EAST FRANKLIN STREET
N.C. 86
AIRPORT RD
MT. BOLUS RD
WILLOW DR
BOLIN CREEK

BOLIN CREEK - EASTWOOD LAKE - PINEY MOUNTAIN EXISTING SITUATION AREA B MAP 6

1 INCH = 1200 FEET

.3 MILES

———	STREETS		UNIVERSITY PROPERTY LINE	■ ■ ■	SINGLE FAMILY AREA
— — —	PLATTED STREETS		COMMERCIAL AREA	△M	MOBILE HOME COURT
+—+—+	RAILROAD	CBD	CENTRAL BUSINESS DISTRICT	△C	CLUSTER DEVELOPMENT
- - - -	PEDESTRIAN OR BICYCLE WAY		OFFICE AREA	▮▮ OR	APARTMENT AREA
● ● ●	BUS OR TRANSIT ROUTE	▨	SCHOOL SITE	△P	PUBLIC OR MODERATE INCOME HOUSING
	OVERPASS - UNDERPASS	▧	GOVERNMENT OR PUBLIC SITE	△S	MARRIED STUDENT HOUSING
—o—o—	SEWER LINE		OPEN SPACE OR RECREATION	△D	DORMITORIES
	STREAM OR BODY OF WATER		SCREENING OR LANDSCAPING	△F	FRATERNITIES - SORORITIES
— · —	TOWN LIMITS		GOLF COURSE	■ □ ■	BUILDINGS
— - - —	COUNTY LINE	◈	PARKING AREA	C	COLISEUM
	PLANNING DISTRICT LINE		PARKING STRUCTURE	(5) (B)	REFERENCE FROM TEXT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N.C. 86
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STATESIDE DR
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HOMESTEAD RD
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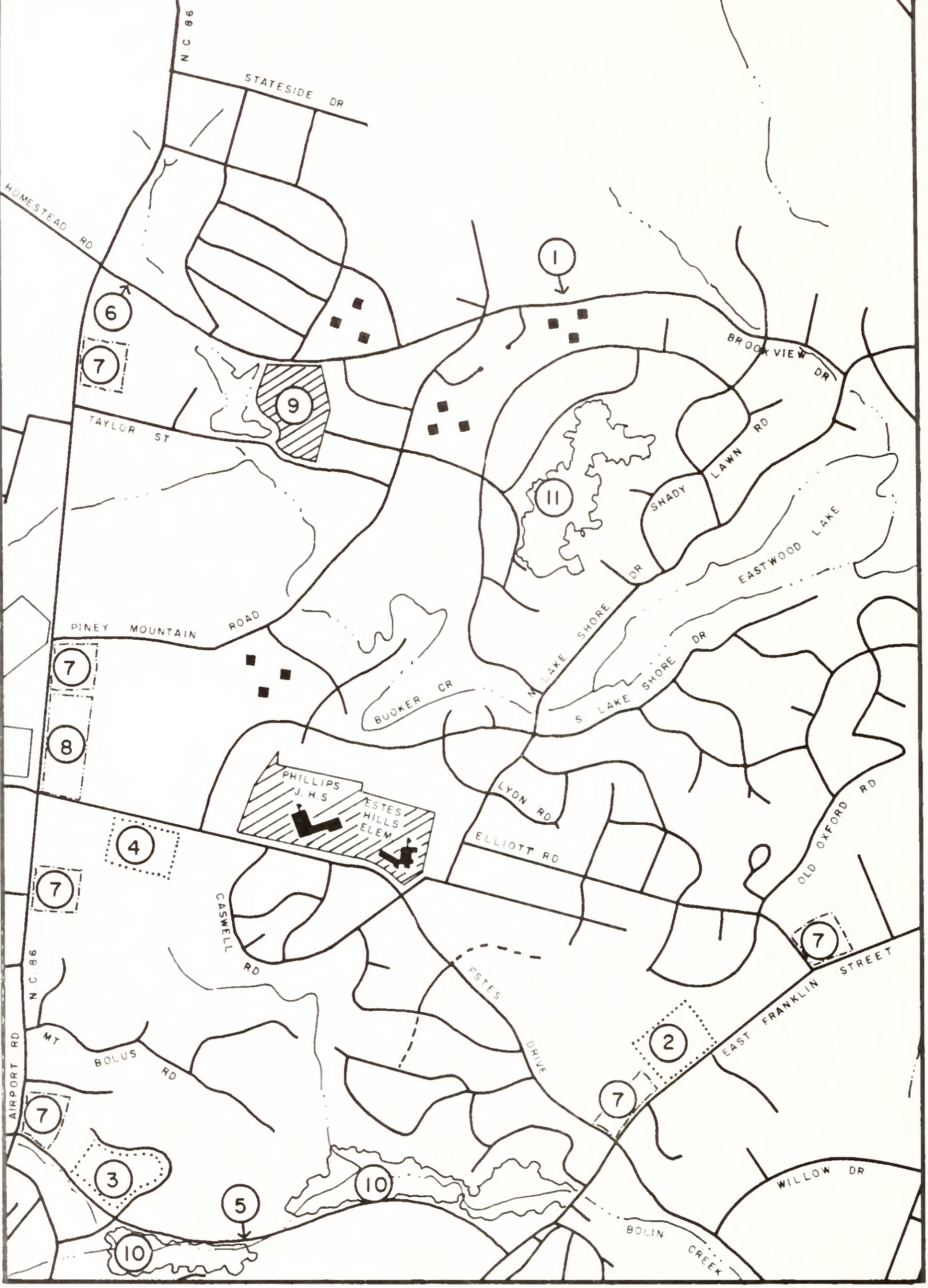
BROOKVIEW DR
TAYLOR ST
8
SHADY LAWN RD
EASTWOOD LAKE
DR
PINEY MOUNTAIN ROAD
LAKE SHORE
10
5
BOOKER CR
S. LAKE SHORE DR
3
11
14
PHILLIPS J.H.S.
ESTES HILLS ELEM
LYON RD
2
ELLIOTT RD
OLD OXFORD RD
MILTON AVE
15
CASWELL RD
1
ESTES DRIVE
N.C. 86
AIRPORT RD
MT BOLUS RD
EAST FRANKLIN STREET
12
7
WILLOW DR
BOLIN CREEK

BOLIN CREEK - EASTWOOD LAKE - PINEY MOUNTAIN
ALTERNATIVE A AREA B MAP 7

1 INCH = 1200 FEET

.3 MILES

———	STREETS	┈┈┈	UNIVERSITY PROPERTY LINE	■	SINGLE FAMILY AREA
— — —	PLATTED STREETS	☐	COMMERCIAL AREA	△M	MOBILE HOME COURT
┼┼┼	RAILROAD	CBD	CENTRAL BUSINESS DISTRICT	△C	CLUSTER DEVELOPMENT
-------	PEDESTRIAN OR BICYCLE WAY	☐	OFFICE AREA	▮ OR ☐	APARTMENT AREA
● ● ●	BUS OR TRANSIT ROUTE	▨	SCHOOL SITE	△P	PUBLIC OR MODERATE INCOME HOUSING
⌶	OVERPASS - UNDERPASS	▧	GOVERNMENT OR PUBLIC SITE	△S	MARRIED STUDENT HOUSING
—o—o—	SEWER LINE	~~~	OPEN SPACE OR RECREATION	△D	DORMITORIES
~	STREAM OR BODY OF WATER	~~~	SCREENING OR LANDSCAPING	△F	FRATERNITIES - SORORITIES
—·—·—	TOWN LIMITS	○	GOLF COURSE	■ ☐ ■	BUILDINGS
—·—·—	COUNTY LINE	◇	PARKING AREA	⬡ C	COLISEUM
—···—	PLANNING DISTRICT LINE	◆	PARKING STRUCTURE	⑤ Ⓑ	REFERENCE FROM TEXT


N.C. 86
STATESIDE DR
HOMESTEAD RD
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TAYLOR ST
BROOK VIEW DR
SHADY LAWN RD
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EASTWOOD LAKE
PINEY MOUNTAIN ROAD
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N LAKE SHORE
S LAKE SHORE DR
BOOKER CR
PHILLIPS J.H.S.
ESTES HILLS ELEM
LYON RD
ELLIOTT RD
OLD OXFORD RD
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CASWELL RD
N.C. 86
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ESTES DRIVE
EAST FRANKLIN STREET
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MT BOLUS RD
AIRPORT RD
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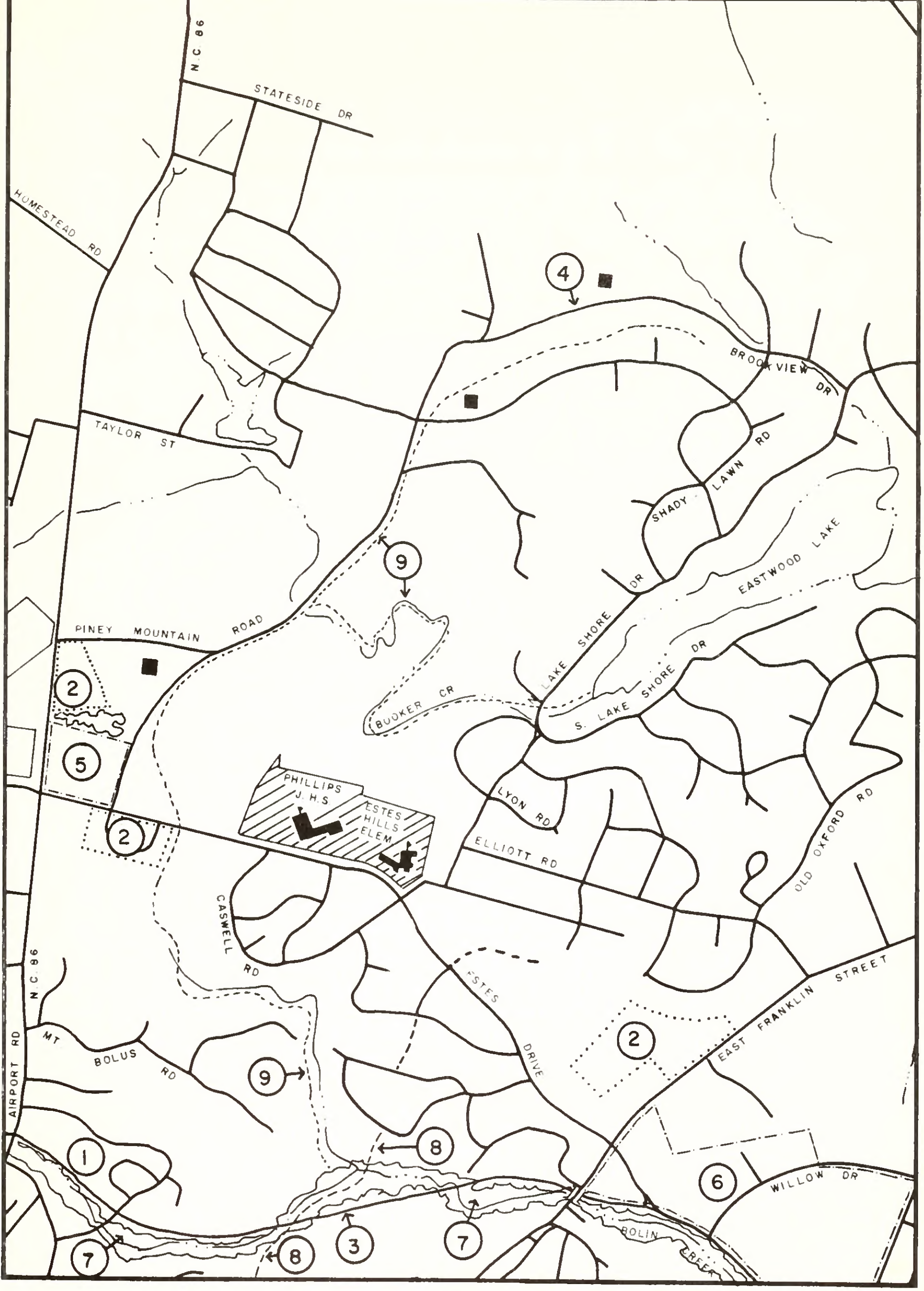
WILLOW DR
BOLIN CREEK

BOLIN CREEK - EASTWOOD LAKE - PINEY MOUNTAIN
ALTERNATIVE B AREA B MAP 8

1 INCH = 1200 FEET
.3 MILES

	STREETS		UNIVERSITY PROPERTY LINE	■ ■ ■	SINGLE FAMILY AREA
	PLATTED STREETS		COMMERCIAL AREA	△M	MOBILE HOME COURT
	RAILROAD	CBD	CENTRAL BUSINESS DISTRICT	△C	CLUSTER DEVELOPMENT
	PEDESTRIAN OR BICYCLE WAY		OFFICE AREA	▮ OR	APARTMENT AREA
● ● ●	BUS OR TRANSIT ROUTE		SCHOOL SITE	△P	PUBLIC OR MODERATE INCOME HOUSING
	OVERPASS - UNDERPASS		GOVERNMENT OR PUBLIC SITE	△S	MARRIED STUDENT HOUSING
—○—○—	SEWER LINE		OPEN SPACE OR RECREATION	△D	DORMITORIES
	STREAM OR BODY OF WATER		SCREENING OR LANDSCAPING	△F	FRATERNITIES - SORORITIES
	TOWN LIMITS		GOLF COURSE	■ □	BUILDINGS
	COUNTY LINE	◈	PARKING AREA	C	COLISEUM
	PLANNING DISTRICT LINE		PARKING STRUCTURE	⑤ Ⓑ	REFERENCE FROM TEXT


N.C. 86
STATESIDE DR
HOMESTEAD RD
TAYLOR ST
BROOKVIEW DR
SHADY LAWN RD
LAKE SHORE DR
EASTWOOD LAKE
S. LAKE SHORE DR
BOOKER CR
PINEY MOUNTAIN ROAD
PHILLIPS J.H.S.
ESTES HILLS ELEM
LYON RD
ELLIOTT RD
OLD OXFORD RD
CASWELL RD
ESTES DRIVE
EAST FRANKLIN STREET
N.C. 86
AIRPORT RD
MT BOLUS RD
WILLOW DR
BOLIN CREEK
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BOLIN CREEK - EASTWOOD LAKE - PINEY MOUNTAIN
ALTERNATIVE C AREA B MAP 9

1 INCH = 1200 FEET
.3 MILES

———	STREETS	··········	UNIVERSITY PROPERTY LINE	■ ■ ■	SINGLE FAMILY AREA
— — —	PLATTED STREETS	⌐ ¬	COMMERCIAL AREA	△M	MOBILE HOME COURT
+—+—+	RAILROAD	CBD	CENTRAL BUSINESS DISTRICT	△C	CLUSTER DEVELOPMENT
--------	PEDESTRIAN OR BICYCLE WAY	⌐ ¬	OFFICE AREA	■ OR ▨	APARTMENT AREA
● ● ●	BUS OR TRANSIT ROUTE	▨	SCHOOL SITE	△P	PUBLIC OR MODERATE INCOME HOUSING
≍	OVERPASS - UNDERPASS	▨	GOVERNMENT OR PUBLIC SITE	△S	MARRIED STUDENT HOUSING
—o—o—	SEWER LINE	∿	OPEN SPACE OR RECREATION	△D	DORMITORIES
∿	STREAM OR BODY OF WATER	∿	SCREENING OR LANDSCAPING	△F	FRATERNITIES - SORORITIES
— - —	TOWN LIMITS	∿	GOLF COURSE	■ □ ■	BUILDINGS
— - - —	COUNTY LINE	◈	PARKING AREA	⬡C	COLISEUM
—·····—	PLANNING DISTRICT LINE	◆	PARKING STRUCTURE	Ⓢ Ⓑ	REFERENCE FROM TEXT

(Set of alternatives as originally presented on March 7, 1967)

That area which includes the Durham Boulevard (U.S. 15-501) between the Eastgate shopping area and the Durham County line, and the land north and south of it, running on the north approximately to the Planning District line and on the south to Bolin Creek.

EXISTING SITUATION

Much of the area south of the boulevard is already developed or in the process of being developed in both single-family Ⓐ and multi-family Ⓑ residential units, with the exception of that area opposite the bypass from Eastgate Ⓒ which is developing to reflect the commercial nature of the shopping center. Most of the area north of the boulevard is still rural in nature, combining woods and agriculture with small roadside homes.

THE ALTERNATIVES

Though the area itself is large, a major concern with respect to future development is that area which can be seen from the boulevard itself and may be thought of as a major gateway to Chapel Hill. The most essential difference between alternatives is in the way in which they treat this area along the boulevard itself, and may be summarized as follows:

Alternative A - an uncluttered, basically parkway character maintained along Durham Boulevard.

Alternative B - development of the boulevard area with prestige type office and/or industrial establishments.

Alternative C - basic retail development of Durham Boulevard, with an attempt to guide and control what are usually the worst features of such development.

ALTERNATIVE A

Alternative A is guided by an effort to maintain an uncluttered approach to Chapel Hill from Durham as well as some sense of a break between the two communities which, though not needed today, possibly ought to be planned for today. At the same time it provides for use of land near the boulevard, but a basically residential use designed not to press too tightly upon the highway but to maintain a basic "parkway" feeling from the road itself. The present controlled access policy would be expected to continue.

This alternative assumes that to a greater degree than heretofore the housing market will reflect a varied interest in single-family type homes, multi-family apartment units and cluster housing of a sort which combines some of the advantages of both (and for others some of the disadvantages of both). Therefore, areas already developed or developing as single-family or multi-family areas are visualized as developing into various types of residential neighborhoods. This is the type of development which could occur if Chapel Hill added to its present zoning at varying densities a cluster type subdivision provision. /1

1/ This has been done in 1968.

Although the exact distribution of types might result to a great extent from the individual propensities of specific landholders and developers, the general thinking here is that:

a. multi-family development should continue to be found near major streets ① and single-family development a bit more removed ② .

b. cluster developments are particularly valid where the setting suggests that a quantity of land in common ownership or control might be desirable at the expense of extra yard space on individual lots.

c. RA-20 zoning, on the basis of traffic generation at least, is more reasonably located at greater distances from major streets than is RA-10.

Weaving through the residential areas of this alternative are the major recommended elements of the Mayor's Open-Sapce Committee ③ . Generally running along the creek beds, these also include the broad flat area along Bolin Creek between 15-501 Bypass and the Durham County line.

The thoroughfares showing in Alternative A are those of the Chapel Hill Thoroughfare Plan, the present ones and those not in existence in 1967. Included is the "outer loop" running along Henderson Street at the boulevard, north past the intersection of Weaver Dairy Road and Mount Moriah Church Road to the north of Eastwood Lake, and south through Colony Woods and across Bolin Creek near the county line ④ . Also included is the extension of Estes Drive across the bypass and along Bolin Creek as far as the above-mentioned outer loop ⑤ .

Thinking about thoroughfares and major streets must be so closely tied to thinking about uses of land that the mind must inevitably jump back and forth between decisions in the one area and decisions in the other. Alternative A must, for instance, treat the areas at the intersection of thoroughfares and must deal with office, commercial, school and other locations with reference to these thoroughfares.

The absence of commerce along the length of the Durham Boulevard suggests that it might instead be clustered at one location elsewhere. Shown here is a clustering at the intersection of the boulevard and the outer loop ⑥ which allows reasonably good access to commercial development from four directions, making up for the fact that it can't be had at will along these major routes. The area is envisioned as limited in nature, catering to the more or less daily needs of the residential areas north and south of the boulevard and not competing with the department store oriented type of shopping center. As a break in an almost parkway type of development this commercial area is conceived of as well buffered on all sides by natural environment, with the thoroughfares themselves being partially protected from it, though not so much as to cause the driver to be unaware of its existence or its offerings.

The area on either side of Durham Boulevard as it splits at Eastgate into East Franklin Street and the bypass is both well located, being at the junction of major routes going in three important directions, and poorly located, since the design of the intersection makes it difficult for eastbound traffic to get to the land on the north, and for west or southbound traffic to get to land on the southeast. For this reason it may be less attractive to commercial enterprises which rely to any extent on quick decisions to "pull in."

Access, though not ideal, is not so difficult if one knows in advance where one is going. For this reason this alternative takes advantage of the generally good location in relation to Chapel Hill and Durham by placing office type uses at this point ⑦ with access roads tying into the boulevard at the outer loop.

With the completion of the outer loop linking Weaver Dairy Road and Mount Moriah Church Road with the boulevard, the present intersection of Mount Moriah Church Road with the boulevard ⑧ will no longer be necessary. This alternative assumes that in the interest of traffic safety this entrance to and crossing of the boulevard might better be abandoned, allowing Mount Moriah Church Road to come only down to the access road which will run to the office and institutional establishments north of the highway.

Water and sewer have recently been made accessible to much of the area south of the boulevard, with the result that development has been very rapid here, even continuing strongly through the period of "tight money." This has brought the feeling of a need for a school in this area. If an elementary school is felt by some to be needed now it will be more strongly felt in the future. A site near the intersection of the outer loop and the radial extension of Estes Drive will be able to serve both the Ridgefield Park, Colony Woods, Legion Road area to its north and the residential areas developing to its west such as Willow Terrace and other possible developments in the wedge between East Franklin Street and the bypass. The location also has the advantage of bordering an anticipated open space area. While convenient to drive to, it is perhaps less convenient to walk to, serving relatively few homes in this respect.

Once water and sewer are brought within reach of those areas north of Durham Boulevard which are east of Weaver Dairy Road and therefore drain to the east into New Hope Creek they will enjoy the same advantageous situation which areas near Ephesus Church Road have recently experienced. The subsequent residential growth, as shown in this alternative, will create a need in time for a school in this area. A location on the outer loop is suggested ⑩ having not only the advantage of access but being located nearer the more dense developments while also having access to community open space.

ALTERNATIVE B

The most distinctive characteristic of Alternative B is the nature of the development it visualized along Durham Boulevard. The main feature of this development is the use of land immediately adjacent to the boulevard for office, institutional, and possibly prestige or research type industrial structures or complexes.① . These are seen as being interspersed with areas left natural and as possibly coming in as unified business developments. While access roads parallel to the boulevard or behind the establishments themselves would afford the advantage of easy access for the many employees who would be affiliated with such establishments, the situation is also seen as making screened parking both easy and naturally desirable to the management of these establishments. While not providing exactly a parkway entrance to Chapel Hill, a degree of orderliness could be maintained by this alternative with the natural breaks between establishments serving to prevent the feeling of overcrowding or spilling out onto the highway while at the same time maintaining some of the natural beauty of the open areas which presently surround Chapel Hill.

In keeping with making maximum use of the boulevard and thus keeping traffic pressure on lesser roads and more devious routes at a minimum is the concentration of multi-family housing in approximately a strip ② behind some of the boulevard-fronting establishments, and possibly using the same access roads. In some cases the trip from home to work might never take one beyond this access road and out into conflict with other traffic. In other cases the trip on any but major streets would be at a minimum.

To the extent that denser development and consequent traffic is found near the boulevard, the areas north and south of the boulevard will probably feel less pressure for increased residential density and less demand for a street pattern that will carry greater quantities of traffic. Therefore the residential pattern in this alternative is shown as development at a more relaxed pace, with primarily RA-20 and RA-15 developments growing off of the present road system ③.

While the land north of the boulevard is seen as going primarily into single-family homes, it is an area that presently has a great deal of rural charm and character. It may seem unrealistic to expect rural charm to remain in an area once it is no longer rural, but urban or suburban instead. It may also be questioned whether it is legitimate to foster this reminder of an area's past. There are, however, such reminders still existing within a few blocks of the very center of Chapel Hill, near Friendly Lane for instance, or even on Cameron Street almost in the shadow of the new Granville Towers. /1 As these provide pleasant variations in the downtown area so will the continuance of some of the more pleasant rural scenes and vistas in future developed area such as those north of the boulevard. For this reason, this alternative sees the possibility of some breaks in the developed landscape ④ which can add both character to the whole area and benefits to the nearby residents.

To do this it might be possible to look to the same kind of change in zoning regulations which would permit cluster type development, but applied on a different scale than in Alternative A. Where Alternative A may have allowed lots which were not much more than large patios connected to an individual's house, pooling the rest of the land into a common recreational facility for the residents, Alternative B visualizes something more like RA-20 densities with each lot more like 15,000 square feet and with the extra 5,000 square feet from each lot pooled into larger parcels kept in more rural character. These would serve both as breathing space for the whole development and valuable, recreational space.

A possible variation on this pattern which might be particularly feasible where the slower pace of development in Alternative B may allow time to organize a sizable parcel of land could be a cluster development centered around a golf course ⑤ , which would then be owned or controlled by the residents of the development. Tentatively shown here where large tracts of land and where topography suggest its feasibility, a development of this sort could exist, of course, in any other location where a combination of conditions would make it feasible.

The more moderate pace of development envisioned in Alternative B has also suggested a slower development of the Thoroughfare Plan. In this case only the outer loop ⑥ plus improvements on the presently existing thoroughfare roads is shown, and this loop, instead of cutting across to the Lake Forest area, reaches only to Weaver Dairy Road ⑦ , a facility which might itself be considerably improved should more traffic than at present choose to use it as a link between the Durham Boulevard and Route 86.

The land at the top of the rise where Weaver Dairy Road crosses the present Planning District line affords a dramatic view of the southeast ⑧ . With this road acting as a major street a grouping of multi-family units

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[1] In 1969 being replaced by a third Granville dormitory and parking area.

located on this ridge could provide a very attractive location for a larger number than could otherwise be the case. What one can see from can also be seen, and the possibility of using hilltop land for dwelling units providing spacious views from living rooms and bedrooms raises the question of the desirability of creating structures which rise above the hilltop skyline. Where a few such structures exist they may punctuate the skyline as did church steeples in the past. How far should we be looking ahead at this time - to the time when Chapel Hill is to the Chapel Hill of 1967 as Durham now is to the Durham of 1900 - or to the time when what starts out as a mere note of contrast against the landscape may end up as obliteration of the landscape? The whole question of high-rise and their appropriate use is something that will soon have to be faced, both on their own merits and as an alternative to the continuing spread of single-family houses across the landscape. Once growth is accepted as inevitable, ideal solutions seem harder to come by.

The land south of the boulevard in the area of Ephesus Church Road and Legion Road ⑨ is seen as continuing to develop as apartments, merging into the new multi-family strip south of the boulevard. Behind this, in those areas with access to the boulevard, RA-10 and RA-15 density tend to fill in the gap.

One elementary school site is shown ⑩ , centered on the most densely developed area, and thus allowing for the greatest number of students to walk to school. This feature is enhanced by the early development of walking paths from the school site before land within a half mile or so is developed beyond hope of recovering such paths.

A school site is shown north of the boulevard ⑪ as reserved for future need, with the expectation that until that need becomes a reality students on this side of the boulevard would be bussed to the school site south of the boulevard.

Commercial development is allowed by Alternative B to gather about the intersection of East Franklin Street and the bypass ⑫ , being reached by special access roads. This might be envisioned as a new kind of district which would include such enterprises as motels and restaurants or possibly commercial recreational facilities but would exclude stores. These are facilities which might try to work themselves into the landscape at this point with less of a bulldozer approach, though the whole question would have to take some further study.

Backing this development on the north side of the intersection is a substantial open space area along the fairly flat land east of Booker Creek ⑬ . If development in the future were to mushroom to the extent that any of these alternatives are presupposing, open space at this location, instead of being at the edge of development as it now tends to be, would be near the center of a rather densely developed environment, one that could use such a breathing space. It is also land which for topographic reasons may be difficult to develop or unlikely to develop as much as other areas.

ALTERNATIVE C

A growing population must, unless techniques for the distribution of goods changes drastically in the upcoming years, bring with it an expanding commercial development. Generally speaking, a certain population with a certain amount of money to spend will require a certain amount of space devoted to commercial use which will vary relatively little with other factors. The most noticeable variation in commercial possibilities is not in quantity but in location, with possibly the next being design of facilities.

With regard to location it may be fair to say that the more commercial area there is in one location, the less there is likely to be in others, particularly in near-by areas. Alternative C emphasizes the possible use of Durham Boulevard as an aid to distribution not only of people but of goods. While relieving pressure for commercial development elsewhere, this is somewhat at the sacrifice of an unsullied or natural gateway into the Town of Chapel Hill, but it needn't be exclusively so.

It is conceived here that even what is known as "strip commercial" can be planned or ordered to minimize the very undesirable results it has so often produced. An individual designer, or a team of architects, site planners, landscape architects, road engineers, etc., could, for instance, create a harmonious uncluttered and efficient commercial strip - on paper, in model form, or even in real life if all necessary funds were miraculously available to them for this purpose (which is not to say that a poor designer or set of designers could not fail at this endeavor).

The problem may be to develop some sort of machinery that can bring about something like the same results in a real world without miracles. It would, in all likelihood, be a machinery which has the effect of taking many of the isolated decisions which usually go into the creation of roadside commercial areas away from the great many individuals who generally make them without regard for what has been, what will be, or what others are deciding on. These are, in fact, more often made in the spirit of competition than cooperation. On the other hand, it would not take away all rights to develop the land for a profit or to make many lesser decisions which may be important in order to add variety and individuality within the unifying framework.

Zoning as we now know it is a machinery which works in just this way, but not strongly enough, at least in commercial areas, to achieve satisfying results. The unified business development special use permit can be used effectively, but tends to be limited to one owner's or developer's plot of land at a time, whereas what may be needed is something which brings more harmony to the actions of many owners over a period of time.

What this machinery may be is a problem which still seeks solution. The proposal in this alternative for commercial development along Durham Boulevard does, however, presuppose some control over the outcome beyond those restrictions which would go into effect upon mere commercial zoning of the length of the boulevard.

Though not presuming to represent the results of a design study by a team of experts, Alternative C does suggest that:

1. The commercial developments ① be reached by access roads, thus limiting the number of entrances and exits onto the boulevard itself with the additional confusion, tension, and danger which these lead to.

2. The access roads be one way, running in front of and behind the businesses, thus allowing the driver to easily reach a business after having spotted and passed it on the highway, but not allowing him to return in the opposite direction from which he's been coming along an access road immediately adjacent to the boulevard itself.

3. The rear access road also lead to loading zones and be far enough behind the businesses to allow some flexibility for expansion.

4. The front access road be clearly differentiated from the boulevard by distance and planting or other forms of screening.

5. The parking be in the side or rear of structures and landscaped, thus contributing to a distinct separation between businesses and adding clarity to the whole scene.

6. That a limit for attention-getting devices such as signs be sought which allows identification from the boulevard but alleviates the need felt by the businessman to create something two or three times as attention-getting only because others are doing or are likely to do the same.

Considering the commercial use of this boulevard frontage in Alternative C, an undeveloped buffer strip behind the commercial zones is suggested ② , between the rear access road and residential development further behind. It is suggested that the width be sufficient to allow encroachment of uses from the rear access road without losing its effectiveness as a buffer.

Since one of the main objectives is to guide commercial development in a way that will not be a disturbance or a danger to the major thoroughfare driver, this alternative proposes a break from commercial at the main intersections both of the boulevard and the outer loop (presently Henderson Street in 1967) ③ and of East Franklin Street and the bypass northeast of the point of the Eastgate "triangle" ④ . These locations should be clear of any obstructions except knee-high planting in those areas where a clear view of what is happening on the intersecting road is necessary, and fairly heavily screened or planted behind that - unless the unscreened view is itself something like an uncluttered natural vista.

The land north and south of the boulevard is developed primarily as single-family lots ⑤ at varying densities from RA-10 to RA-20, with a tendency to locate the denser areas nearer to the boulevard and south of the boulevard. This tends to lessen the total use of the residential and connector streets.

In addition to the multi-family development already begun, an area around Legion Lake ⑥ is developed as a possible multi-family area, having access by way of Legion Road itself to 15-501 at two points.

It is visualized that under the present or modified special use provisions one or more mobile home courts might develop within the Planning District ⑦ . They are shown as well screened from the road and neighboring developments with the thought that those provisions which control mobile home courts might well be designed to eliminate the friction created by the kind of mobile home court which forces itself upon neighbors and those who pass by on the road without eliminating their economic feasibility.

A major problem where many units occupy little space is that of proper sewerage. Thus development of such courts, as well as all development in the northeast corner of the Planning District, must wait on the development of an outfall line to serve the area, or else on some substitute measures such as package plants.

The thoroughfares are those of the accepted plan of 1965, including the outer loop ⑧ and an extension eastward of Estes Drive ⑨ which crosses this loop and heads out along the north side of an extension of the New Hope Reservoir towards N.C. 54.

Since the elements of the open space program are not shown in this alternative, nor is there much evidence of cluster developments which would tend to provide each such development with its own open space, this alternative substitutes several large blocks of open space. The strips behind the commercial areas on the boulevard have already been mentioned. In addition, it is felt that since the greater part of the landscape is seen in this alternative as eventually being taken over by single-family houses, that these should not also take over the choicest land in terms of potential for public, scenic, or recreational areas. Such an area might be the hill crossed by Weaver Dairy Road which is therefore left as a public area ⑩ . For more athletic recreation requiring large, flat fields, the stretch on either side of Bolin Creek east of the bypass has been reserved ⑪ .

While elementary school sites have been located on either side of the boulevard ⑫ to serve each of these areas without requiring the transportation of students across the boulevard, a junior high school site has been seen as a possibility adjacent to the aforementioned Bolin Creek recreational open space; being also near the outer loop and the inner loop (the bypass) as well as on a radial connecting the two ⑬ .

Schools, 1970-1980, produced in June of 1963, indicates a 1980 junior high school population of between 1800 and 3300, and further recommends one junior high school for each 750 to 1,000 students. This would imply the need for a minimum of two junior high schools by this time and a maximum of four. The eastern part of town might be the best location for a third junior high school, depending on how the second comes to be located.[1] However, if a third school became more desirable in the Carrboro area, a fourth school would be very likely to end up in or near this study area.

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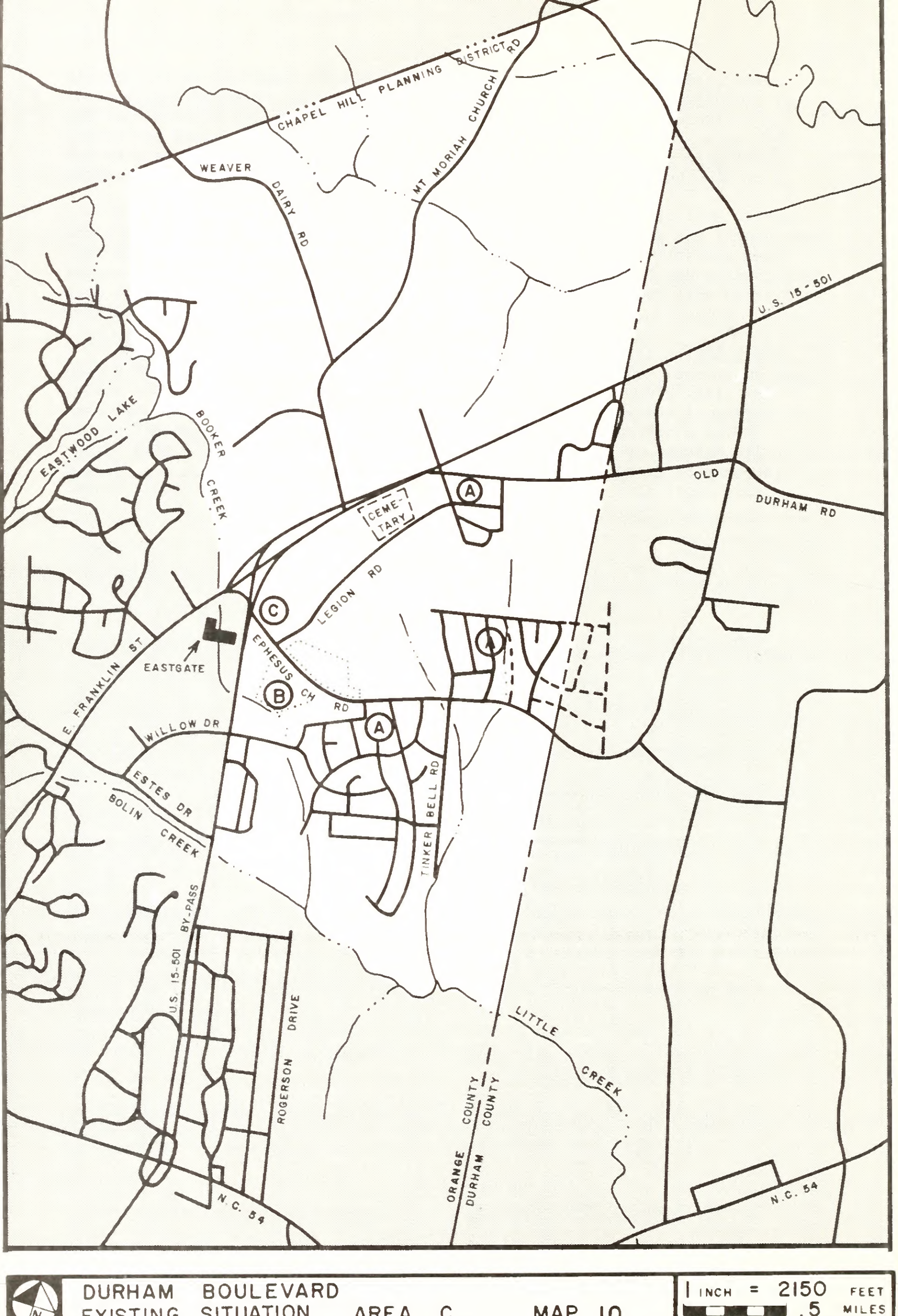
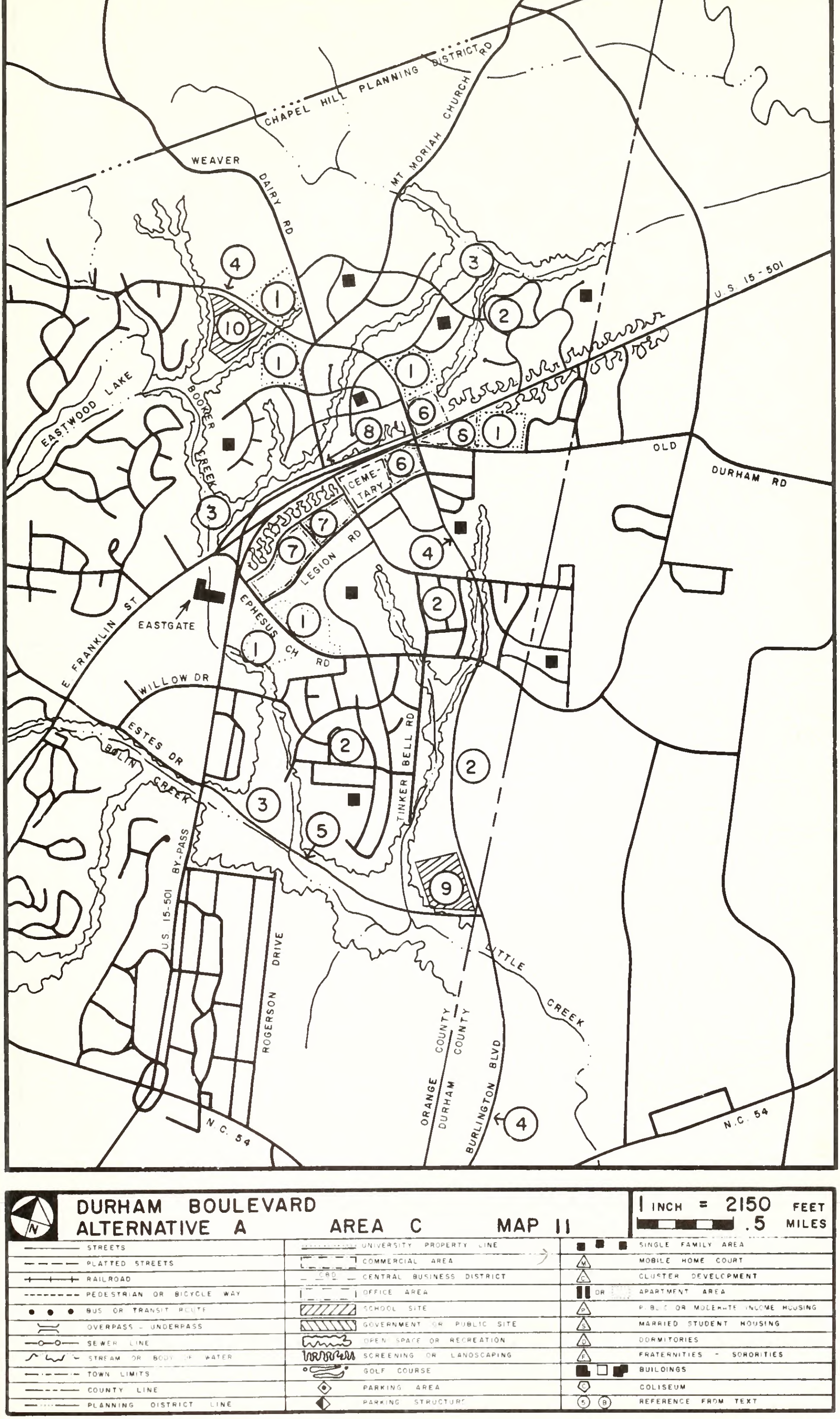
[1] The site for the second, Grey Culbreth Junior High School, has been chosen since 1967 and the school is being built in 1969 south of Morgan Creek.


CHAPEL HILL PLANNING DISTRICT
MT MORIAH CHURCH RD
WEAVER DAIRY RD
U.S. 15-501
EASTWOOD LAKE
BOOKER CREEK
OLD DURHAM RD
A
CEME-TARY
LEGION RD
C
A
EPHESUS CH RD
B
EASTGATE
E. FRANKLIN ST
A
WILLOW DR
ESTES DR
BOLIN CREEK
BELL RD
TINKER
U.S. 15-501 BY-PASS
ROGERSON DRIVE
LITTLE CREEK
ORANGE COUNTY
DURHAM COUNTY
N.C. 54
N.C. 54

DURHAM BOULEVARD
EXISTING SITUATION AREA C MAP 10

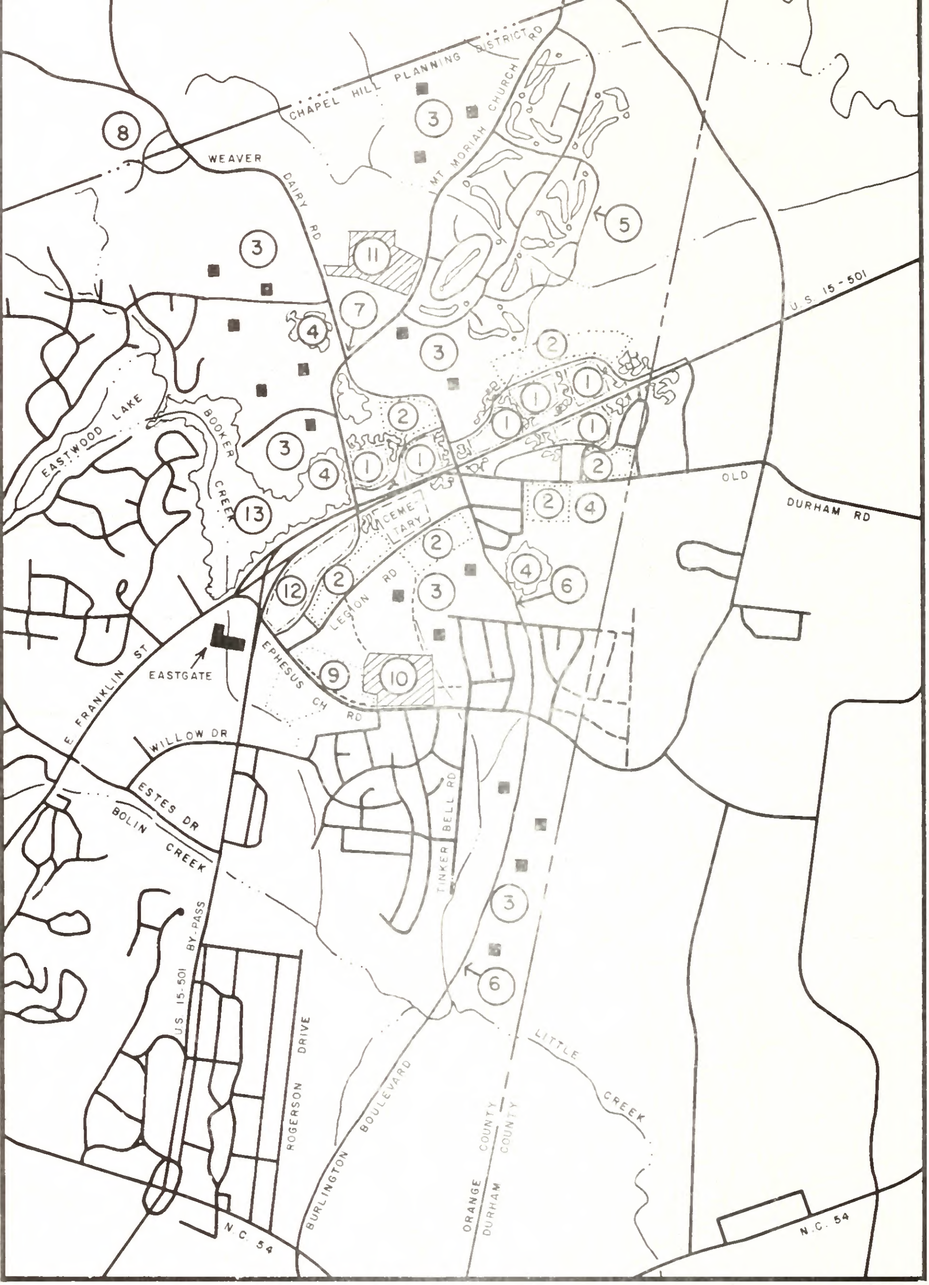
I INCH = 2150 FEET
.5 MILES

———	STREETS	⋯⋯	UNIVERSITY PROPERTY LINE	■ ■ ■	SINGLE FAMILY AREA
– – –	PLATTED STREETS	⌐ – – ¬	COMMERCIAL AREA	△	MOBILE HOME COURT
–+–+–	RAILROAD	CBD	CENTRAL BUSINESS DISTRICT	△	CLUSTER DEVELOPMENT
--------	PEDESTRIAN OR BICYCLE WAY	⌐ – – ¬	OFFICE AREA	▮▮ OR	APARTMENT AREA
● ● ●	BUS OR TRANSIT ROUTE	▨	SCHOOL SITE	△	PUBLIC OR MODERATE INCOME HOUSING
⌣	OVERPASS - UNDERPASS	▨	GOVERNMENT OR PUBLIC SITE	△	MARRIED STUDENT HOUSING
—o—o—	SEWER LINE	~~~	OPEN SPACE OR RECREATION	△	DORMITORIES
~	STREAM OR BODY OF WATER	~~~	SCREENING OR LANDSCAPING	△	FRATERNITIES - SORORITIES
— – —	TOWN LIMITS	⚬	GOLF COURSE	■ □ ■	BUILDINGS
—-- —	COUNTY LINE	◈	PARKING AREA	⬠	COLISEUM
—‖—	PLANNING DISTRICT LINE	◆	PARKING STRUCTURE	Ⓢ Ⓑ	REFERENCE FROM TEXT



DURHAM BOULEVARD
ALTERNATIVE A AREA C MAP 11

CHAPEL HILL PLANNING DISTRICT
WEAVER DAIRY RD
MT MORIAH CHURCH RD
U.S. 15-501
OLD DURHAM RD
EASTWOOD LAKE
BOOKER CREEK
CEMETARY
LEGION RD
EPHESUS CH RD
EASTGATE
E. FRANKLIN ST
WILLOW DR
ESTES DR
BOLIN CREEK
U.S. 15-501 BY-PASS
ROGERSON DRIVE
TINKER BELL RD
LITTLE CREEK
ORANGE COUNTY
DURHAM COUNTY
BURLINGTON BLVD
N.C. 54
N.C. 54
1
2
3
4
5
6
7
8
9
10
N
1 INCH = 2150 FEET
.5 MILES
STREETS
PLATTED STREETS
RAILROAD
PEDESTRIAN OR BICYCLE WAY
BUS OR TRANSIT ROUTE
OVERPASS - UNDERPASS
SEWER LINE
STREAM OR BODY OF WATER
TOWN LIMITS
COUNTY LINE
PLANNING DISTRICT LINE
UNIVERSITY PROPERTY LINE
COMMERCIAL AREA
CBD
CENTRAL BUSINESS DISTRICT
OFFICE AREA
SCHOOL SITE
GOVERNMENT OR PUBLIC SITE
OPEN SPACE OR RECREATION
SCREENING OR LANDSCAPING
GOLF COURSE
PARKING AREA
PARKING STRUCTURE
SINGLE FAMILY AREA
M
MOBILE HOME COURT
C
CLUSTER DEVELOPMENT
OR
APARTMENT AREA
P
PUBLIC OR MODERATE INCOME HOUSING
S
MARRIED STUDENT HOUSING
D
DORMITORIES
F
FRATERNITIES - SORORITIES
BUILDINGS
C
COLISEUM
5
8
REFERENCE FROM TEXT


CHAPEL HILL PLANNING DISTRICT
WEAVER
DAIRY RD
MT MORIAH CHURCH RD
U.S. 15-501
OLD DURHAM RD
EASTWOOD LAKE
BOOKER CREEK
CEMETARY
LEGION RD
EASTGATE
E. FRANKLIN ST
EPHESUS CH RD
WILLOW DR
ESTES DR
BOLIN CREEK
BELL RD
TINKER
US 15-501 BY-PASS
ROGERSON DRIVE
BURLINGTON BOULEVARD
ORANGE COUNTY
DURHAM COUNTY
LITTLE CREEK
N.C. 54
N.C. 54
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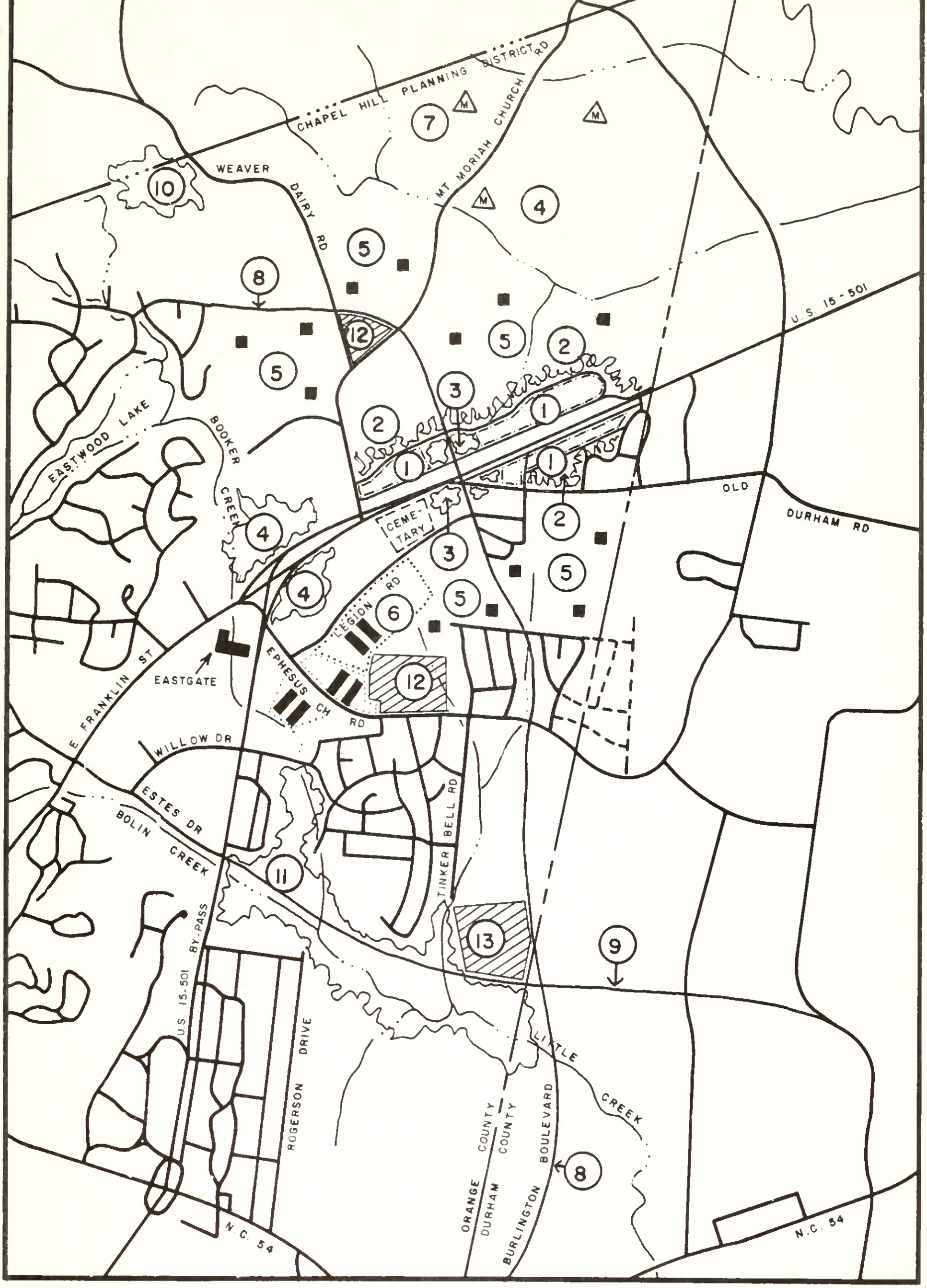
DURHAM BOULEVARD ALTERNATIVE B AREA C MAP 12

I INCH = 2150 FEET
.5 MILES

———	STREETS	··········	UNIVERSITY PROPERTY LINE	■ ■ ■	SINGLE FAMILY AREA
— — —	PLATTED STREETS	⌐ ¬	COMMERCIAL AREA	△M	MOBILE HOME COURT
+—+—+	RAILROAD	CBD	CENTRAL BUSINESS DISTRICT	△C	CLUSTER DEVELOPMENT
- - - - - -	PEDESTRIAN OR BICYCLE WAY	⌐ ¬	OFFICE AREA	▌▌ OR ⋮	APARTMENT AREA
● ● ●	BUS OR TRANSIT ROUTE	▨	SCHOOL SITE	△P	PUBLIC OR MODERATE INCOME HOUSING
⌶	OVERPASS – UNDERPASS	▧	GOVERNMENT OR PUBLIC SITE	△S	MARRIED STUDENT HOUSING
—o—o—	SEWER LINE	∿	OPEN SPACE OR RECREATION	△D	DORMITORIES
∿	STREAM OR BODY OF WATER	∿∿	SCREENING OR LANDSCAPING	△F	FRATERNITIES – SORORITIES
— · — · —	TOWN LIMITS	∘∿	GOLF COURSE	■ □ ■	BUILDINGS
—— - - ——	COUNTY LINE	◈	PARKING AREA	⬡C	COLISEUM
—·····—	PLANNING DISTRICT LINE	◆	PARKING STRUCTURE	⑤ Ⓑ	REFERENCE FROM TEXT


CHAPEL HILL PLANNING DISTRICT
MT MORIAH CHURCH RD
WEAVER DAIRY RD
U.S. 15-501
OLD DURHAM RD
EASTWOOD LAKE
BOOKER CREEK
CEMETARY
LEGION RD
EASTGATE
E FRANKLIN ST
EPHESUS CH RD
WILLOW DR
ESTES DR
BOLIN CREEK
TINKER BELL RD
U.S. 15-501 BY-PASS
ROGERSON DRIVE
ORANGE COUNTY
DURHAM COUNTY
BURLINGTON BOULEVARD
LITTLE CREEK
N.C. 54
N.C. 54
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M

DURHAM BOULEVARD ALTERNATIVE C AREA C MAP 13

1 INCH = 2150 FEET
.5 MILES

STREETS	UNIVERSITY PROPERTY LINE	SINGLE FAMILY AREA
PLATTED STREETS	COMMERCIAL AREA	M MOBILE HOME COURT
RAILROAD	CBD CENTRAL BUSINESS DISTRICT	C CLUSTER DEVELOPMENT
PEDESTRIAN OR BICYCLE WAY	OFFICE AREA	OR APARTMENT AREA
BUS OR TRANSIT ROUTE	SCHOOL SITE	P PUBLIC OR MODERATE INCOME HOUSING
OVERPASS - UNDERPASS	GOVERNMENT OR PUBLIC SITE	S MARRIED STUDENT HOUSING
SEWER LINE	OPEN SPACE OR RECREATION	D DORMITORIES
STREAM OR BODY OF WATER	SCREENING OR LANDSCAPING	F FRATERNITIES - SORORITIES
TOWN LIMITS	GOLF COURSE	BUILDINGS
COUNTY LINE	PARKING AREA	C COLISEUM
PLANNING DISTRICT LINE	PARKING STRUCTURE	5 B REFERENCE FROM TEXT

(Set of alternatives as originally presented on January 16, 1968)

That area on both sides of Raleigh Road (N.C. 54) as it runs east, from Country Club Road to the Durham County line, extending generally north as far as Battle Park, Bolin Creek and Little Creek, and south as far as the Meeting of the Waters and Morgan Creek.

EXISTING SITUATION

This area is presently split into four quarters by N.C. 54 and U.S. 15-501 Bypass. Each quarter is presently a mixture of residential uses and undeveloped or open space. Each area, however, has its own character of development. The southwest quadrant Ⓐ is composed primarily of the Chapel Hill Country Club Ⓑ and the houses in the Laurel Hill Road area adjoining the golf course. The northwest quadrant Ⓒ consists primarily of the established residential areas off Gimghoul and Greenwood Roads backing onto Battle Park and the Glendale open space. The northeast quadrant Ⓓ is split between the Glen Lennox development of apartments, single-family houses and shopping area Ⓔ and the large, thus-far undeveloped holdings Ⓕ of Col. D. St. Pierre DuBose. /1 The southeast quadrant Ⓖ is primarily University of North Carolina land, including the Finley Golf Course Ⓗ and a developing fraternity court Ⓘ , but also includes the Highland Woods residential area Ⓙ , the Glenwood School Ⓚ and commercial development along N.C. 54 from The Pines restaurant to U.S. 15-501 Bypass Ⓛ .

THE ALTERNATIVES

There is no reason to believe that any of the already developed residential areas will become obsolete within the period of time being considered here, and so none of the alternatives propose anything more than minor changes in these areas. The differences between alternatives are primarily in the manner in which land presently undeveloped is seen as evolving in the coming years. The major contrasts come in the location, type and quality of new residential development, the pattern of major roads, the nature of open space (land left undeveloped or land specifically adapted to scenic or recreational uses), the location of commercial activity, and the use to which land belonging to the University of North Carolina may be put.

The basic differences between alternative proposals may be summarized as follows:

Alternative A - single-family residential development primarily toward the Research Triangle Park, with some additional use of U.N.C. land between N.C. 54 and Morgan Creek for various purposes.

Alternative B - more emphasis on multi-family development nearer to central Chapel Hill.

Alternative C - some residential development, but also office and fraternity development, and, all together, less development than in A or B.

1/ As of 1969, 500 acres of this is being developed as a subdivision with golf course.

ALTERNATIVE A

The main sources of residential growth in the Chapel Hill area in the coming years are likely to be the University and the Research Triangle Park. In many cases individuals will have ties to both places simultaneously. This leads to the assumption upon which Alternative A is based that most of the attractive land in the vicinity of N.C. 54 between the two employment centers will be developed primarily as areas of single-family homes. The area east of Glen Lennox and north of N.C. 54 now known as Meadowmont Farm ① would probably lend itself to more expensive development on larger lots.

The development of large tracts of land beyond Glen Lennox would alleviate the pressure for in-filling on presently undeveloped land closer to central Chapel Hill. Consequently, unbuilt-upon land on either side of N.C. 54 and west of Glen Lennox, such as the Country Club land ② and the open land between Gimghoul Castle and Greenwood ③ is seen as remaining in its present condition. The latter would tie to a public open space beginning at Battle Park and following the water course down through the Town's open space below Glendale and on to the area of Estes Drive and the Bypass ④ .

With a major commercial development expected north of Estes Drive at this point ⑤ , some apartment development is also envisioned in this alternative for areas both south of Estes Drive and east of the Bypass ⑥ , with the open space being allowed to work its way through this development to reach the main roads.

While the spread of residential development to the east along what will be a new N.C. 54 to the east of the Orange-Durham County line may relieve pressure to make as much residential use as possible of any and every piece of open land near Chapel Hill on this side of town, it may not affect a specific problem that the University has of housing some portion of its own student body and their families. On the assumption that the University will continue to feel the need to develop married student housing, an area of such housing is shown in that area of the present University lands which now contains the Finley Golf Course ⑦ .

Also anticipated in this area by Alternative A is a major development of athletic facilities with the principal feature being a Coliseum ⑧ , for basketball primarily. The need for such a structure is already evident, and a location such as proposed in this alternative could provide adequate parking, using intramural athletic fields ⑨ , and would separate basketball traffic from town traffic. It would be a better arrangement if there could by that time be some bus service for students.

The pattern of the main roads varies among the three alternatives in accordance with the nature of development. In this instance the spread of single-family housing eastward seems to justify an easterly placement of the proposed outer loop of the Chapel Hill Thoroughfare Plan ⑩ . /1 This loop is shown intersecting N.C. 54 near the county line, swinging into Durham County to the north, and into the area of the above mentioned coliseum to the south. Thus, much traffic directed towards this athletic facility from the directions of Durham or Raleigh would stay well clear of most Chapel Hill traffic patterns.

In the area of Little Creek this new outer loop would be linked to the present Bypass by an extension of Estes Drive ⑪ . Since this extension would probably continue into a part of Durham County very likely

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/1 This has, since 1967, been established from Ephesus Church Road to N.C. 54 on a route west of the county line.

to develop in the future, and thus become a much used route, it is proposed that its crossing of the Bypass be by means of an overpass ⑫ .

The low land in the vicinity of this new Estes Drive extension is seen as a golf course or other scenic or recreational open space ⑬ .

Finally the intersection of the new outer loop with N.C. 54 is indicated here as the location of a moderately sized and compact commercial area ⑭ . In the other alternatives the intersection of these two roads is too close to the present Glen Lennox area for a new commercial area to meet a real need, but at this outer location there may be some justification for it.

ALTERNATIVE B

Alternative B provides approximately as much new residential development as does Alternative A, but concentrates it in less total area as well as closer to central Chapel Hill and the University. This concentration results primarily from the inclusion of apartment clusters in some presently undeveloped areas such as the north side of N.C. 54 just to the east of Gimghoul Castle ① and a strip of land to the east of Rogerson Drive and the Glen Lennox area ② . /1 . Another possibility envisioned is the use of the land presently occupied by the Chapel Hill Country Club residentially ③ either under private development, or by the University, in which case the housing would probably be in the form of apartment units suitable for families of married students.

Such a development implies the relocation of the Country Club, which is shown here as located on the low land near Little Creek and around a small lake which recent Army Corps of Engineers plans show as extending to the 235 ft. contour in the Little Creek area east of U.S. 15-501 Bypass ④ . /2

A strip of open land on either side of the creek itself, from the lake to the Bypass and linking to the open space shown in Alternative A as running from Estes Drive and the Bypass to Battle Park and the University is shown in this alternative ⑤ . Such an open area, almost entirely on land difficult to build upon, would serve to tie the densest development in this part of town together, as well as to the University, and would also serve as a buffer between various developed areas, some of quite contrasting character. It's the kind of open space which should be relatively easy to provide if constantly kept in mind from an early date, but very difficult to acquire if awareness of its desirability is not come to until the areas involved have reached full development.

The increased number of people envisioned in areas close to the intersection of N.C. 54 and U.S. 15-501 Bypass have suggested some increase in the capacity of the present Glen Lennox shopping complex ⑥ .

In this alternative, the extension of residential development to the east of the Glen Lennox area being rather limited, the new outer loop of the Chapel Hill Thoroughfare Plan is shown as considerably closer to the present Bypass, tying in at N.C. 54 to Finley Golf Course Road ⑦ . The presence of the proposed lake also promotes a routing further west than in Alternative A.

1/ Being developed in 1969 in single-family lots.

2/ Being developed in 1969 privately as golf course and residential subdivision.

The closeness of this road to the Bypass combined with the presence of the lake and the new Country Club and the limited development further east tend to reduce the need in this alternative for an eastward extension of Estes Drive, though a tie from new apartment development to U.S. 15-501 Bypass by way of Cleland Drive ⑧ seems desirable.

ALTERNATIVE C

Alternative C emphasizes neither single family nor multi-family residential areas. It is, in fact, less oriented to meeting the total Chapel Hill need for residential growth, and more to meeting several more specialized needs, as well as to the preservation of some of the present attributes of the area.

Most residential development shown in this alternative lies between N.C. 54 and Ephesus Church Road ① , but is set back from N.C. 54 sufficiently to permit the continuation of the present pastoral entrance to Chapel Hill from the direction of Raleigh ② . The residential areas are seen as clustering about and taking advantage of the Army Corps of Engineers proposed lake and bird sanctuary ③ .

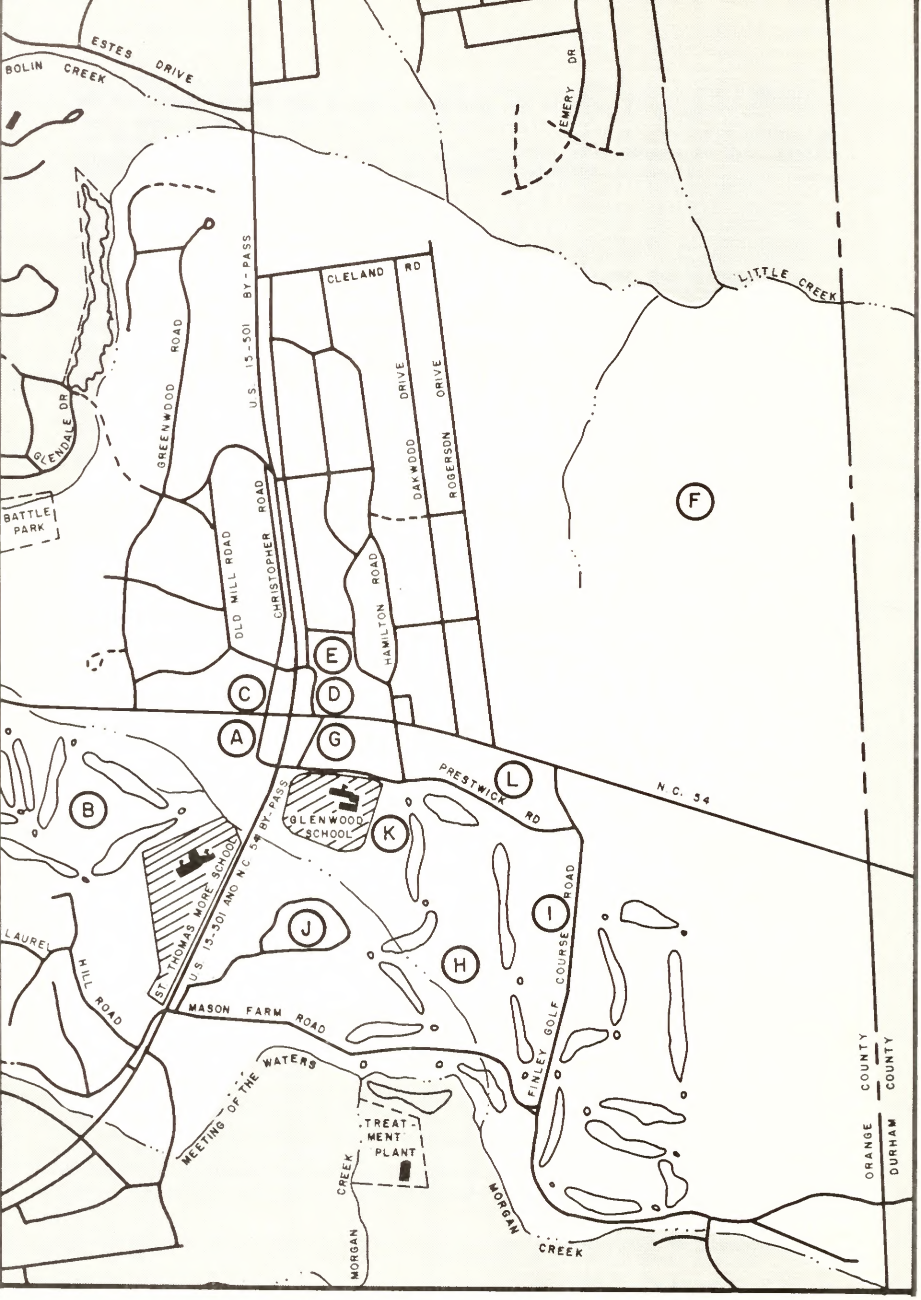
The outer loop serves this area, skirting the western edge of the lake, much as in Alternative B, but shifts somewhat eastward, moving between two hills on what is presently the land of Col. DuBose ④ , so as not to intersect N.C. 54 as close to the Bypass as it does in Alternative B.

The lakeside residential area is linked to the Bypass and beyond by an extension of Estes Drive eastward. ⑤ .

The intersection thus created at Estes Drive and the Bypass becomes the focus of both an office type development ⑥ and some moderate income residential development ⑦ , possibly of the type which can be developed under certain current federally aided programs. These new areas east of the Bypass would obviously be closely linked to new commercial development on the west side of the Bypass in this area on land already zoned Regional Commercial ⑧ .

Another feature of this alternative is the further development of the fraternity court concept in the area of Finley Golf Course Road ⑨ .

Portions of the undeveloped land to the north of N.C. 54 and west of the Bypass which are neither presently developed nor presently part of either the University's or the Town's open space are seen as being filled out with single-family homes ⑩ , with better access being given to this area by a completion of Weaver Road from Greenwood Road to Roosevelt Drive ⑪ .


ESTES DRIVE
BOLIN CREEK
EMERY DR
CLELAND RD
U.S. 15-501 BY-PASS
GREENWOOD ROAD
OAKWOOD DRIVE
ROGERSON DRIVE
LITTLE CREEK
GLENDALE DR
BATTLE PARK
OLD MILL ROAD
CHRISTOPHER ROAD
HAMILTON ROAD
F
E
C
D
A
G
B
L
PRESTWICK RD
N.C. 54
GLENWOOD SCHOOL
K
ST. THOMAS MORE SCHOOL
U.S. 15-501 AND N.C. 54 BY-PASS
J
I
H
FINLEY GOLF COURSE ROAD
LAUREL HILL ROAD
MASON FARM ROAD
MEETING OF THE WATERS
TREATMENT PLANT
MORGAN CREEK
ORANGE COUNTY
DURHAM COUNTY

GLEN LENNOX - RALEIGH ROAD
EXISTING SITUATION AREA D MAP 14

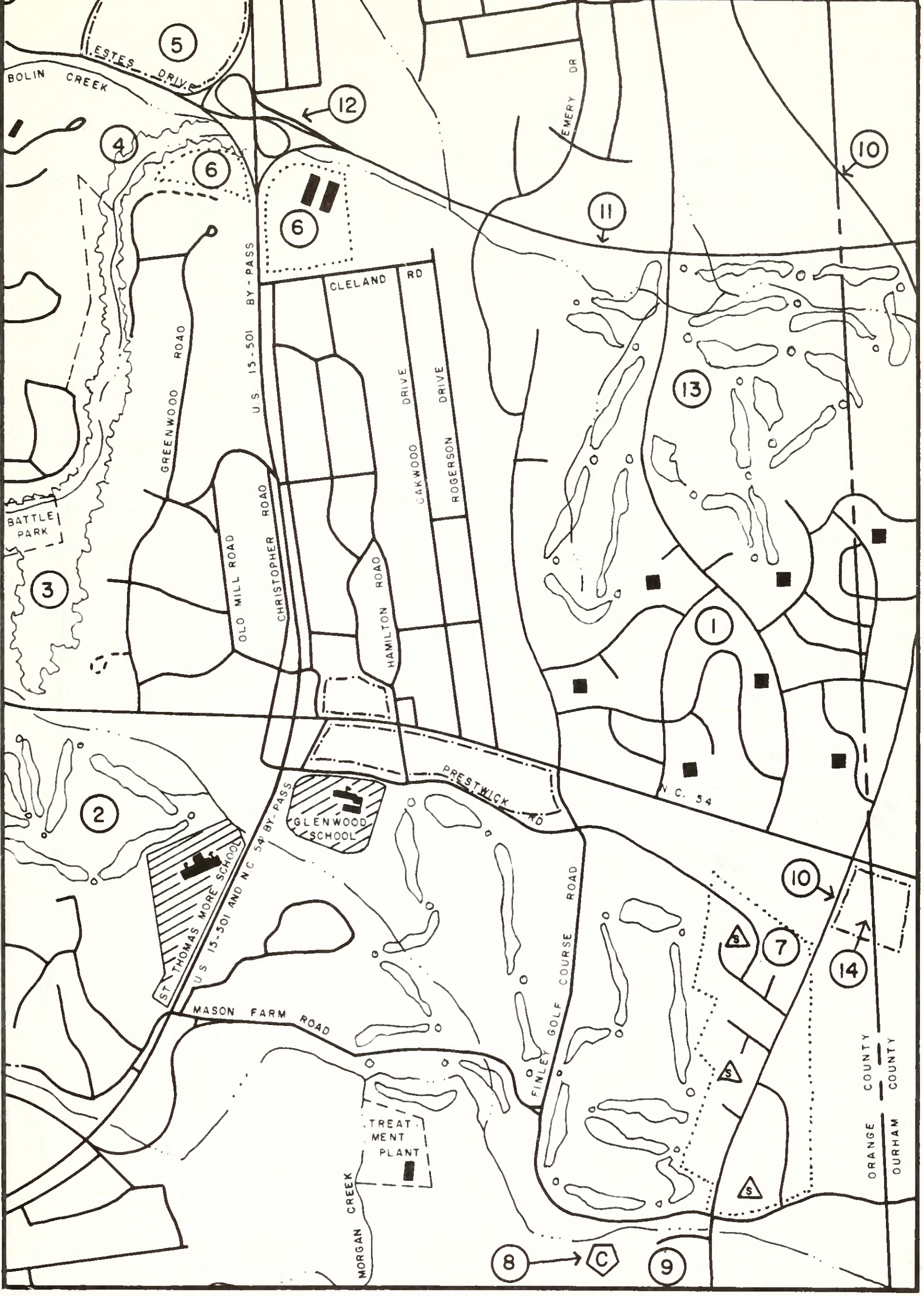
1 INCH = 1200 FEET

.3 MILES

- STREETS
- PLATTED STREETS
- RAILROAD
- PEDESTRIAN OR BICYCLE WAY
- ● ● ● BUS OR TRANSIT ROUTE
- OVERPASS - UNDERPASS
- SEWER LINE
- STREAM OR BODY OF WATER
- TOWN LIMITS
- COUNTY LINE
- PLANNING DISTRICT LINE

- UNIVERSITY PROPERTY LINE
- COMMERCIAL AREA
- CBD CENTRAL BUSINESS DISTRICT
- OFFICE AREA
- ▨ SCHOOL SITE
- ▨ GOVERNMENT OR PUBLIC SITE
- OPEN SPACE OR RECREATION
- SCREENING OR LANDSCAPING
- GOLF COURSE
- PARKING AREA
- PARKING STRUCTURE

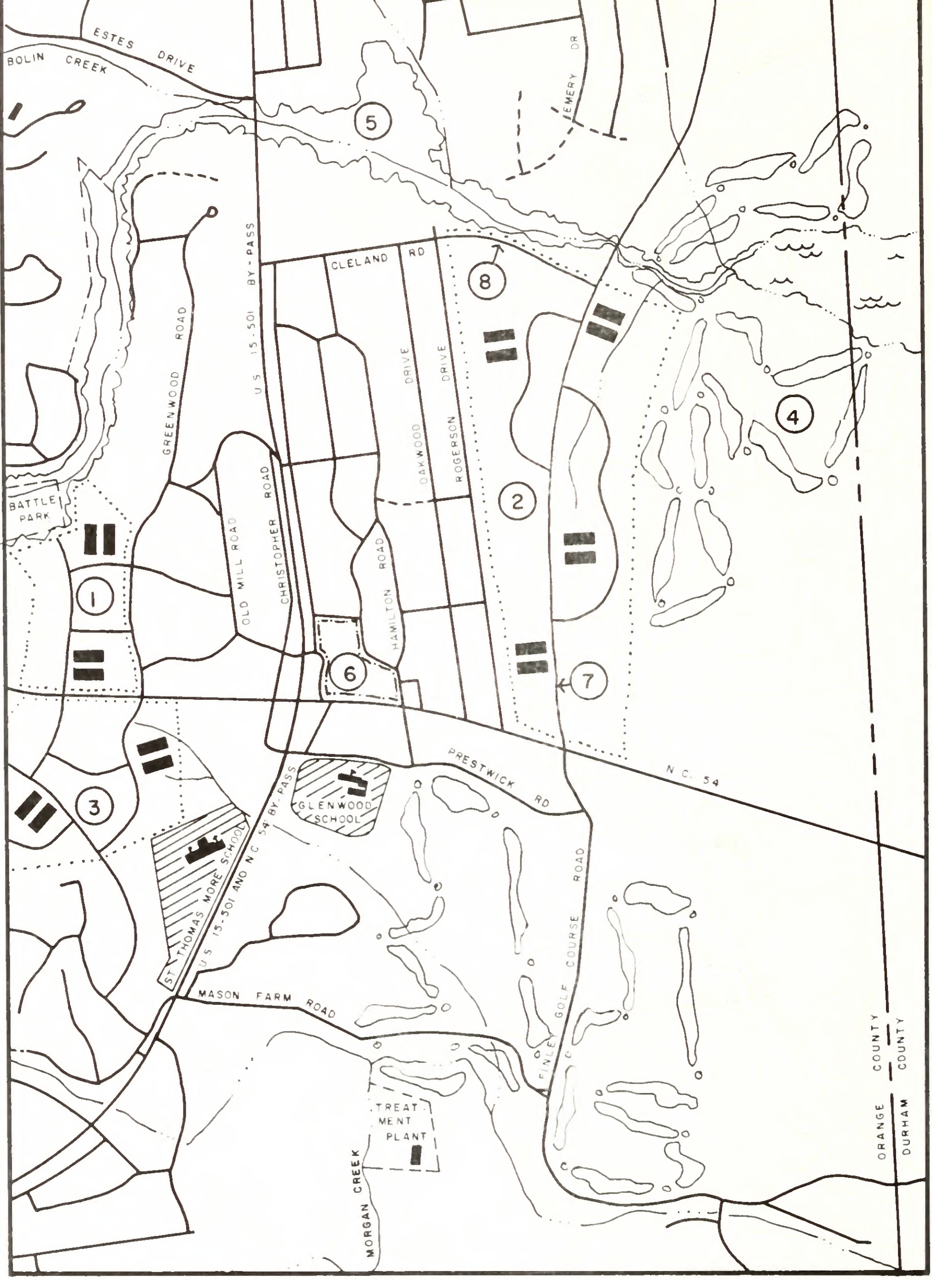
- ■ ■ ■ SINGLE FAMILY AREA
- M MOBILE HOME COURT
- C CLUSTER DEVELOPMENT
- ▮ OR APARTMENT AREA
- P PUBLIC OR MODERATE INCOME HOUSING
- S MARRIED STUDENT HOUSING
- D DORMITORIES
- F FRATERNITIES - SORORITIES
- ■ □ BUILDINGS
- C COLISEUM
- (5) (B) REFERENCE FROM TEXT


5
ESTES DRIVE
BOLIN CREEK
12
4
6
6
EMERY DR
10
11
CLELAND RD
GREENWOOD ROAD
U.S. 15-501 BY-PASS
OAKWOOD DRIVE
ROGERSON DRIVE
13
OLD MILL ROAD
CHRISTOPHER ROAD
HAMILTON ROAD
BATTLE PARK
3
1
2
GLENWOOD SCHOOL
PRESTWICK RD
N.C. 54
ST. THOMAS MORE SCHOOL
U.S. 15-501 AND N.C. 54 BY-PASS
10
7
14
GOLF COURSE ROAD
FINLEY
MASON FARM ROAD
TREATMENT PLANT
MORGAN CREEK
8
C
9
ORANGE COUNTY
DURHAM COUNTY

GLEN LENNOX - RALEIGH ROAD
ALTERNATIVE A AREA D MAP 15

1 INCH = 1200 FEET
.3 MILES

———	STREETS	········	UNIVERSITY PROPERTY LINE	■ ■ ■	SINGLE FAMILY AREA
— — —	PLATTED STREETS	[- - -]	COMMERCIAL AREA	△M	MOBILE HOME COURT
+—+—+	RAILROAD	_ CBD _	CENTRAL BUSINESS DISTRICT	△C	CLUSTER DEVELOPMENT
--------	PEDESTRIAN OR BICYCLE WAY	[- - -]	OFFICE AREA	▌▌ OR ░	APARTMENT AREA
• • •	BUS OR TRANSIT ROUTE	▨	SCHOOL SITE	△P	PUBLIC OR MODERATE INCOME HOUSING
≍	OVERPASS - UNDERPASS	▧	GOVERNMENT OR PUBLIC SITE	△S	MARRIED STUDENT HOUSING
—o—o—	SEWER LINE	~	OPEN SPACE OR RECREATION	△D	DORMITORIES
~	STREAM OR BODY OF WATER	~	SCREENING OR LANDSCAPING	△F	FRATERNITIES - SORORITIES
— - —	TOWN LIMITS	o~	GOLF COURSE	■ □ ■	BUILDINGS
— - - —	COUNTY LINE	◈	PARKING AREA	⬠C	COLISEUM
—···—	PLANNING DISTRICT LINE	◆	PARKING STRUCTURE	⑤ ⑨	REFERENCE FROM TEXT

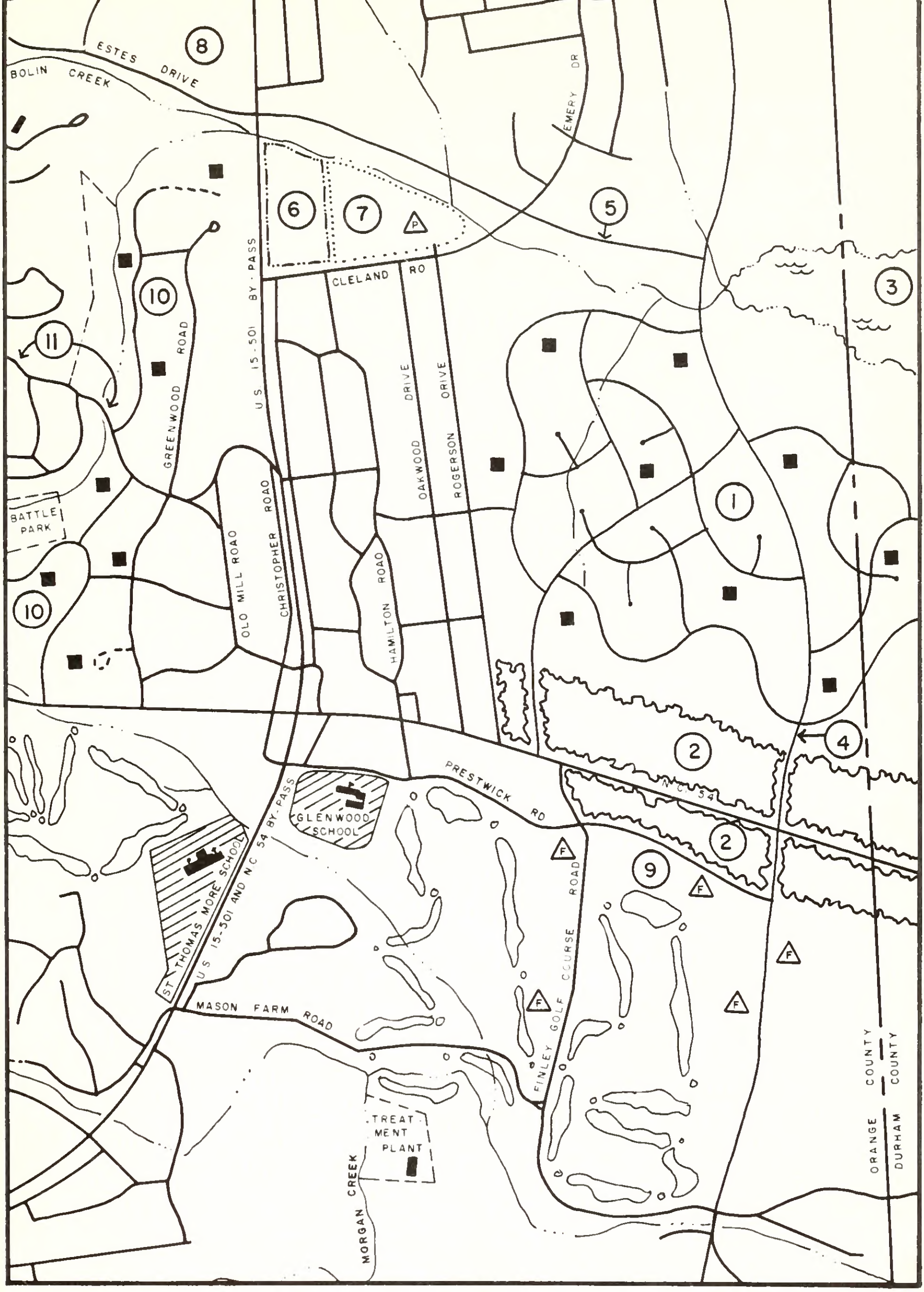

ESTES DRIVE
BOLIN CREEK
EMERY DR
5
US 15-501 BY-PASS
GREENWOOD ROAD
CLELAND RD
8
OAKWOOD DRIVE
ROGERSON DRIVE
4
2
BATTLE PARK
OLD MILL ROAD
CHRISTOPHER ROAD
HAMILTON ROAD
1
6
7
PRESTWICK RD
N.C. 54
GLENWOOD SCHOOL
3
ST. THOMAS MORE SCHOOL
US 15-501 AND N.C. 54 BY-PASS
FINLEY GOLF COURSE ROAD
MASON FARM ROAD
TREATMENT PLANT
MORGAN CREEK
ORANGE COUNTY
DURHAM COUNTY

GLEN LENNOX - RALEIGH ROAD
ALTERNATIVE B AREA D MAP 16

1 INCH = 1200 FEET

.3 MILES

———	STREETS		UNIVERSITY PROPERTY LINE	■ ■ ■	SINGLE FAMILY AREA
— — — —	PLATTED STREETS		COMMERCIAL AREA	△M	MOBILE HOME COURT
—+—+—+—	RAILROAD	CBD	CENTRAL BUSINESS DISTRICT	△C	CLUSTER DEVELOPMENT
- - - - - - -	PEDESTRIAN OR BICYCLE WAY		OFFICE AREA	▌▌ OR	APARTMENT AREA
● ● ●	BUS OR TRANSIT ROUTE	▨	SCHOOL SITE	△P	PUBLIC OR MODERATE INCOME HOUSING
	OVERPASS - UNDERPASS	▨	GOVERNMENT OR PUBLIC SITE	△S	MARRIED STUDENT HOUSING
—o—o—	SEWER LINE		OPEN SPACE OR RECREATION	△D	DORMITORIES
	STREAM OR BODY OF WATER		SCREENING OR LANDSCAPING	△F	FRATERNITIES - SORORITIES
	TOWN LIMITS		GOLF COURSE	■ □ ■	BUILDINGS
	COUNTY LINE	◈	PARKING AREA	C	COLISEUM
	PLANNING DISTRICT LINE	◆	PARKING STRUCTURE	⑤ ⑧	REFERENCE FROM TEXT


ESTES DRIVE
BOLIN CREEK
⑧
EMERY DR
⑥
⑦
P
⑤
③
CLELAND RD
US 15-501 BY-PASS
GREENWOOD ROAD
⑩
⑪
OAKWOOD DRIVE
ROGERSON DRIVE
①
BATTLE PARK
OLD MILL ROAD
CHRISTOPHER ROAD
HAMILTON ROAD
⑩
②
④
NC 54
②
PRESTWICK RD
GLENWOOD SCHOOL
F
⑨
F
F
F
F
ST THOMAS MORE SCHOOL
US 15-501 AND NC 54 BY-PASS
FINLEY GOLF COURSE ROAD
MASON FARM ROAD
TREATMENT PLANT
MORGAN CREEK
ORANGE COUNTY
DURHAM COUNTY

GLEN LENNOX - RALEIGH ROAD
ALTERNATIVE C AREA D MAP 17

1 INCH = 1200 FEET
.3 MILES

———	STREETS	······	UNIVERSITY PROPERTY LINE	■ ■ ■	SINGLE FAMILY AREA
— — —	PLATTED STREETS	⌐ ¬	COMMERCIAL AREA	Ⓜ	MOBILE HOME COURT
┼──┼──┼	RAILROAD	CBD	CENTRAL BUSINESS DISTRICT	Ⓒ	CLUSTER DEVELOPMENT
--------	PEDESTRIAN OR BICYCLE WAY	⌐ ¬	OFFICE AREA	▮▮ OR	APARTMENT AREA
● ● ●	BUS OR TRANSIT ROUTE	▨	SCHOOL SITE	Ⓟ	PUBLIC OR MODERATE INCOME HOUSING
)(	OVERPASS - UNDERPASS	▧	GOVERNMENT OR PUBLIC SITE	Ⓢ	MARRIED STUDENT HOUSING
—o—o—	SEWER LINE	∿	OPEN SPACE OR RECREATION	Ⓓ	DORMITORIES
∼	STREAM OR BODY OF WATER	∿	SCREENING OR LANDSCAPING	Ⓕ	FRATERNITIES - SORORITIES
— - —	TOWN LIMITS	°	GOLF COURSE	■ □ ■	BUILDINGS
—— - - ——	COUNTY LINE	◈	PARKING AREA	Ⓒ	COLISEUM
—— ···· ——	PLANNING DISTRICT LINE	◆	PARKING STRUCTURE	⑤ ⑧	REFERENCE FROM TEXT

(Set of alternatives as originally presented on October 17, 1967)

That area south of U.S. 15-501 and N.C. 54 Bypass running from Smith Level Road on the west to the general vicinity of Mason Farm Road on the east.

EXISTING SITUATION

This southern area is less developed than other areas equally close to the downtown and University of North Carolina campus, Carrboro having existed on the west for some time, and most recent development having taken place to the north and east of Chapel Hill.

A major factor in this slow development has been the lack of sanitary sewage facilities in the area. It may be supposed that if this situation remains unchanged development will continue at a slow pace. /1 Because the real problem of planning will occur if and when such sewage facilities are made available, these alternatives will assume a major outfall line serving the area. The topography is such as to make location of this line anywhere but along Morgan Creek seem an unreasonable alternative. With such a line, then substantial growth may be expected as long as Chapel Hill itself continues to grow. The alternatives seek means of giving order to this growth, dealing primarily with types of development, location of development, density of development and means of providing access to the areas of growth.

THE ALTERNATIVES

All the alternatives see this area as basically residential, but differ in where they see the residential going, at what densities, and of what type.

Alternative A - visualizes primarily single-family development in relatively large lots.

Alternative B - sees denser residential development, including apartment development, but closer to the center of Chapel Hill than in the other alternatives.

Alternative C - gives emphasis to residential development along the radial roads to Chapel Hill.

ALTERNATIVE A

A distinguishing feature of the land south of the Bypass and Morgan Creek is its natural beauty. One may arrive in a setting of open country sooner traveling south from central Chapel Hill than in any other direction, finding there a mixture of fields and woodlands on pleasantly rolling terrain. Many will undoubtedly envision this area as particularly attractive for a homesite, and the development of large lots may be seen as a means of maintaining much of the natural beauty (such as trees and natural contours) and also of ensuring attractive residential units.

Alternative A makes the assumption that the development of lots at RA-20 density or less (minimum lot size of 20,000 square feet) will take place and be well received by the home buying public, with people associated with the medical center probably leading the way.

1/ A major outfall line is being built in 1969 which will set the basis for serving most of the area.

This development of the open areas between Morgan Creek and Farrington Road ① , Farrington Road and Pittsboro Road (15-501) ② , and Pittsboro Road and Smith Level Road ③ into larger residential lots will tend to lead to a more rapid using up of land in Alternative A than in other alternatives, thus requiring the earlier development of roads serving the more distant parts of this development. The outer loop as envisioned in the 1965 Thoroughfare Plan ④ would serve such an area well and is presented as an element of this alternative. It serves the dual function of leading from residential areas to the nearest radial route leading to the center of Chapel Hill and of leading from these new residential areas to routes 54 and 15-501 as they head towards Raleigh (and the Research Triangle) and Durham respectively.

Although not densely developed, still many houses will be built in the area south of Morgan Creek between U.S. 15-501 heading south and N.C. 54 as it heads towards Raleigh. These two roads, which are about 2.1 miles apart at the present bypass and would be about 3.9 miles apart along the proposed outer loop, are presently the only ones connecting the area with Chapel Hill and the University. The possibility of a road crossing Morgan Creek halfway between these two major roads, and thus connecting this potential area of residential development more directly to the center of the community was rejected after much consideration in the 1965 Thoroughfare Plan. Such a road appears in Alternative A ⑤ , avoiding as much as possible properties already developed north of Morgan Creek. It should be noted that Alternative B and C reduce the advantages of this road by substituting for it a major crossing of the bypass at Manning Drive.

The rest of the street pattern shown in Alternative A is basically the result of an attempt to make good use of the terrain in the creation of attractive residential lots and the development of efficient streets with workable grades. Some of the streets will be those already shown on the preliminary plats of subdivisions, but many are left out of the map in this report so as to emphasize the major features.

The development of an "efficient" street system is not meant to imply the conversion of every inch of ground into either lots or streets. There are places where the whole area may be enhanced by the retention of land in its natural state or in a usable park-like condition. In the eastern part of the area being considered the various tracts of the North Carolina Botanical Garden serve this purpose unusually well ⑥ . Alternative A adds to this open space that was proposed by the Mayor's Ad Hoc Committee on Open Space in 1965 along the western stretches of Morgan Creek and its tributaries, primarily in the area between U.S. 15-501 and Smith Level Road ⑦ .

Some of this open space will tie into the proposed site for the new junior high school ⑧ . The road to this school, which will also serve residential development in this area (and since it must be put in at an early date to serve the school will do much to spur such development) runs south of the school site in Alternative A, meeting U.S. 15-501 in the middle of a relatively straight stretch about 500 yards south of Farrington Road ⑨ . /1 The present 15-501 at this point, as well as Smith Level Road where it meets the entrance road to the school site, would have to be widened to allow turning lanes and to minimize traffic problems, most likely to occur at the beginning and the end of the school day.

Looking far enough into the future it is possible to see the need or at least the desirability of a second high school for Chapel Hill. The present high school site is large enough to meet all foreseeable needs, but once the high school population starts getting above 2000 or so there

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1/ The school site and road alignment have, since October of 1967, been settled and both are currently under construction in 1969 approximately as shown in Alternative B.

may be some serious doubts about the educational desirability of handling them all at one site. The question of transportation will also become a major factor and may suggest a second site in the southern area under study here.

The study, Schools, 1970-1980, prepared in 1963 by the Planning Board of Chapel and its Environs and the Chapel Hill City Board of Education, projected a 1980 Chapel Hill senior high level population low estimate of 1562 and a high estimate of 2916. This is a broad range to plan for, but it might be noted that the same publication projected 1970 high school enrollment as between a low of 923 and a high of 1260, and that the actual high school enrollment in the fall of 1967 is already close to 900.

In light of this, and thinking in terms of the need by the 1980's, two of these alternatives provide for a high school in this part of the Chapel Hill Planning Area, or at least for land reserved for this purpose. In this alternative a spot accessible from both a major route and from the outer loop has seemed the most practical. The specific spot shown lies just outside the outer loop on the western side of Pittsboro Road ⑩ .

As the area itself grows it will need an additional elementary school. Very possibly a school in this area would be the next elementary school built after one in the northwest part of the community and one on Ephesus Church Road, though the need will depend upon how soon the area is sewered. A location at the intersection of Farrington Road and Old Lystra Road is suggested here ⑪ .

The development of large lot residential areas in one part of town suggests the need to develop more dense residential areas elsewhere. These could be in another part of town or another part of the same study area. For purposes of minimizing traffic, and providing greatest convenience to the greatest number, locations closer to the center of the community are preferable, and two such are shown here for multi-family dwelling areas, both north of Morgan Creek, and on the bypass as well as near a major radial road ⑫ .

A part of the study area, at the eastern end south of Morgan Creek, is University of North Carolina property. These alternatives show several of the ways in which the University might develop some of this property. This alternative, in keeping with the primary residential character it gives the whole area, suggests that the development of part of the University property above the flooding line of the New Hope Reservoir be in married student housing ⑬ . This would meet the need for such housing at about the same distance from the center of town as another proposed site for such housing near the airport, and would be closer to many parts of the University, particularly the medical areas.

The General Plan for Chapel Hill indicates that at some time the general development of the area will make a center of commercial activity desirable somewhere along one of the radial routes in this southern area. This alternative envisions such a commercial center taking advantage of the convergence of two such radials by locating it between Smith Level Road and U.S. 15-501 north of their junction at the Chatham County line, where a small center already exists ⑭ . It would be hoped that anything on a larger scale than the present area would be thought out beforehand in its totality rather than be developed piecemeal.

ALTERNATIVE B

Two main and related features of Alternative B which contrast it with the other alternatives are an overall more dense type of residential development and an outer loop somewhat closer to the present bypass ①. The major difference in the loop route is that it follows a path which cuts Mason Farm Road near the Chapel Hill treatment plant ② rather than to the east of Finley Golf Course ③.

This location is combined with the provision of an access road along the south side of U.S. 15-501 Bypass from Mason Farm Road to Manning Drive and a traffic light at Manning Drive and the bypass ④. Thus, without cutting through an already developed residential area it would be possible to get from residential land at the eastern end of the hill which lies south of the North Carolina Botanical Garden to the campus area without going all the way over to the Pittsboro Road (U.S. 15-501), a road which is likely to have increased traffic problems enough in the coming years.

This more direct access to campus, combined with the expanding need for increased moderately priced smaller housing for the growing graduate school population and young faculty has led to the development in this alternative of the eastern part of the aforementioned hill in housing designed to meet the needs of such University oriented types ⑤.

Development and construction techniques for more moderately priced homes and homesites often lean toward the bulldozer approach. This should not be allowed to happen to the wooded slopes of the hills south of town. Since the hill in question, like many other elevated areas in Chapel Hill, is made up of a series of buildable promentories separated from each other by steep gullies, it would seem quite feasible to develop the more level parts more densely leaving the areas between and the lower, steeper slopes natural. This could be made possible by some sort of cluster zoning which would maintain a moderate allover density while permitting efficient and compact development within clusters. Much less street construction would be necessary and hopefully this saving could be used toward a development approach that would put a high priority in working around existing trees.

Nearby University land along the lower part of Morgan Creek might have some playing fields and other recreational facilities ⑥, thus emphasizing a student oriented development in this general area.

Elsewhere in the study area a general mix of large to moderate sized lots with some multi-family areas is envisioned ⑦. As in the other alternatives, the minor street pattern is based upon the potentialities and limitations of the terrain.

A new road of more than minor significance is shown in the western part of the area running approximately north-south between Smith Level Road and U.S. 15-501, from Dogwood Acres past the junior high school site, across the bypass and up Pritchard Branch to tie in to McCauley Street and the downtown and campus areas ⑧. Such a road is shown in the Thoroughfare Plan, the northern part of it also being presented in sets of alternatives for the Merritt Mill Road and West Chapel Hill area.

This road, as well as providing access to the junior high school ⑨, serves as the focus for some more dense multi-family housing ⑩. Many residents of Dogwood Acres as well as apartment dwellers along the way would use this new direct route to Chapel Hill rather than compete with traffic coming from further out on 15-501 or Smith Level Road, particularly if the new route would pass over the present N.C. 54 Bypass.

The above road will intersect at the junior high school site with a road tying the site to both Smith Level Road and U.S. 15-501. The latter will intersect 15-501 at Farrington Road and will, in fact, act as an extension of Farrington Road. Though this would have the advantage of creating a very direct route to the junior high school from both Farrington Road and Old Lystra Road, as well as from the outer loop, it does produce some technical and traffic safety problems at its intersection with 15-501 that would have to be overcome by such adjustments as widening or straightening the roads involved and removing part of the obscuring hillside. /1

This alternative indicates two areas to handle the commercial needs of a growing population south of Chapel Hill. The major shopping center would be at the abovementioned new intersection of 15-501 and Farrington Road ⑪ . This location would be accessible to most people heading out of Chapel Hill in a general southerly direction before they came to the point of fanning out on the various sub-roads in the area. It would also be near the U.S. 15-501 and N.C. 54 Bypass. The amount of relatively flat land available would, however, be insufficient for anything on a regional scale.

The second commercial area would be a neighborhood shopping center of even more modest proportions in the vicinity of the cluster housing ⑫ . This should be designed to harmonize with the features of the natural surroundings and of the cluster residential areas themselves.

An elementary school site serving the area is proposed at the intersection of the outer loop and Pittsboro Road ⑬ , having entrance from both of these roads as well as the outer loop, which is shown as passing along its southern boundary.

In thinking about where houses, apartments, stores, schools, streets, and the like should be located there is a danger that, in an overenthusiasm to make efficient use of land and to locate as many things as possible as conveniently close as is feasible to Chapel Hill proper, the Town may forget that open or undeveloped space also has an important part to play in the satisfaction we have with our community, and as the community grows this importance will increase relative to that of the other elements. In this alternative it is felt that the increased development just below the present U.S. 15-501 Bypass, particularly near Pittsboro Road, will put a heavy demand upon the intersection of these two roads and demands a break or rest in development in the vicinity of the intersection. On the assumption that residential development south of Morgan Creek will not disturb the sense of wooded slopes in this area (though a roof or two may show through in the winter as it does in the Clark Hills area when seen from Durham Boulevard), one of the most attractive views in the area could be preserved by maintaining the pasture land between the bypass and Morgan Creek and just to the east of Pittsboro Road as open space ⑭ - a proposal made here.

ALTERNATIVE C

Alternative C gives its emphasis to development along and in the vicinity of the main roads heading south from Chapel Hill, with particular emphasis upon Farrington Road ① and U.S. 15-501 ② . Where these tend to converge, as they approach the bypass, development becomes more dense. This emphasis on the radial routes has led to a diminishing of the role of circumferential routes, particularly an outer loop. Since

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1/ As of 1969 this road is being put in much as shown in the alternative, and some efforts have been made to improve visibility at the above intersection.

in such a future pattern of development as is shown here radial routes such as Farrington Road would have to be considerably improved in any case, this alternative sees a much improved bypass ③ (four lanes with appropriate access roads) as continuing to be the most serviceable circumferential route.

Shown in this alternative is a road connecting Farrington Road with N.C. 54 and U.S. 15-501 as it heads east towards Durham, and ultimately becoming an outer northern bypass to Chapel Hill ④ . Joining Farrington Road near Mount Carmel Church, this road may be too far out to serve as a useful bypass within the time period generally being considered by these alternatives, but could possibly be extended at some future time as far west as U.S. 15-501 (Pittsboro Road) or even beyond. It may also be that the outer loop roads proposed in the other two alternatives lie too close to the present bypass to be of sufficient value to justify them.

Terrain, at least in the Chapel Hill area, is a significant factor in the selection of a major road route. Alternatives A and B have placed their outer loop along the ridge line of a fairly significant hill, while Alternative C has gone to the next valley beyond. This route is, in fact, the last possible one out from Chapel Hill for such a circumferential road, short of crossing land being acquired by the Corps of Engineers for the New Hope Reservoir site ⑤ .

Consideration of this reservoir affects Alternative C in two other ways. For one thing, Farrington Road leads southward directly to what will be a point of land jutting into the lake and might very well serve as a recreation site for Chapel Hill, being nine miles from the heart of town. As such it might generate residential development along Farrington Road, with both this development and the recreation center itself being served by the above described section of "outer loop."

A possible disadvantage derived from the reservoir is that its area of maximum flood reaches well into University property in the area of Finley Golf Course ⑥ , thus limiting construction possibilities. The land in this area being very flat, however, a great deal of it could be given considerably more protection by a properly placed barrier only a few feet high. This alternative shows the road linking Farrington Road to N.C. 54 and passing through University property serving as such a barrier by being shifted a bit east of what would be the most direct route through the property. The land thereby made available could be used for a great many desirable and necessary playing fields ⑦ , and possibly a larger sports coliseum with accompanying parking, than could be provided on the main campus ⑧ .

Mason Farm Road is seen as much improved and looping back to Laurel Hill Road and to an overpass ⑨ at the bypass leading up Manning Drive to the campus. Something of this sort would be necessary if intramurals and major sporting events, such as basketball, were to be held in this new area.

At the same time, residential development south of Morgan Creek would not be tied to the rest of Chapel Hill at any crossing of the Creek between Pittsboro Road and the outer road described above. This development would probably continue, as it has begun, to be in large lots.

While what multi-family areas ⑩ that may exist are shown along the radial routes such as Pittsboro Road and Smith Level Road, a network of streets would serve single-family areas ⑪ located between these roads. Part of this pattern would also be a road to the junior high school site ⑫ , shown in this case to meet Pittsboro Road (U.S. 15-501) and cross it at what is presently a small dirt road leading to the Bayberry Drive entrance of the Morgan Creek Hills subdivision ⑬ . Pittsboro Road itself, at this point, would be widened and straightened out to eliminate both poor visibility and some fairly sharp curves ⑭ .

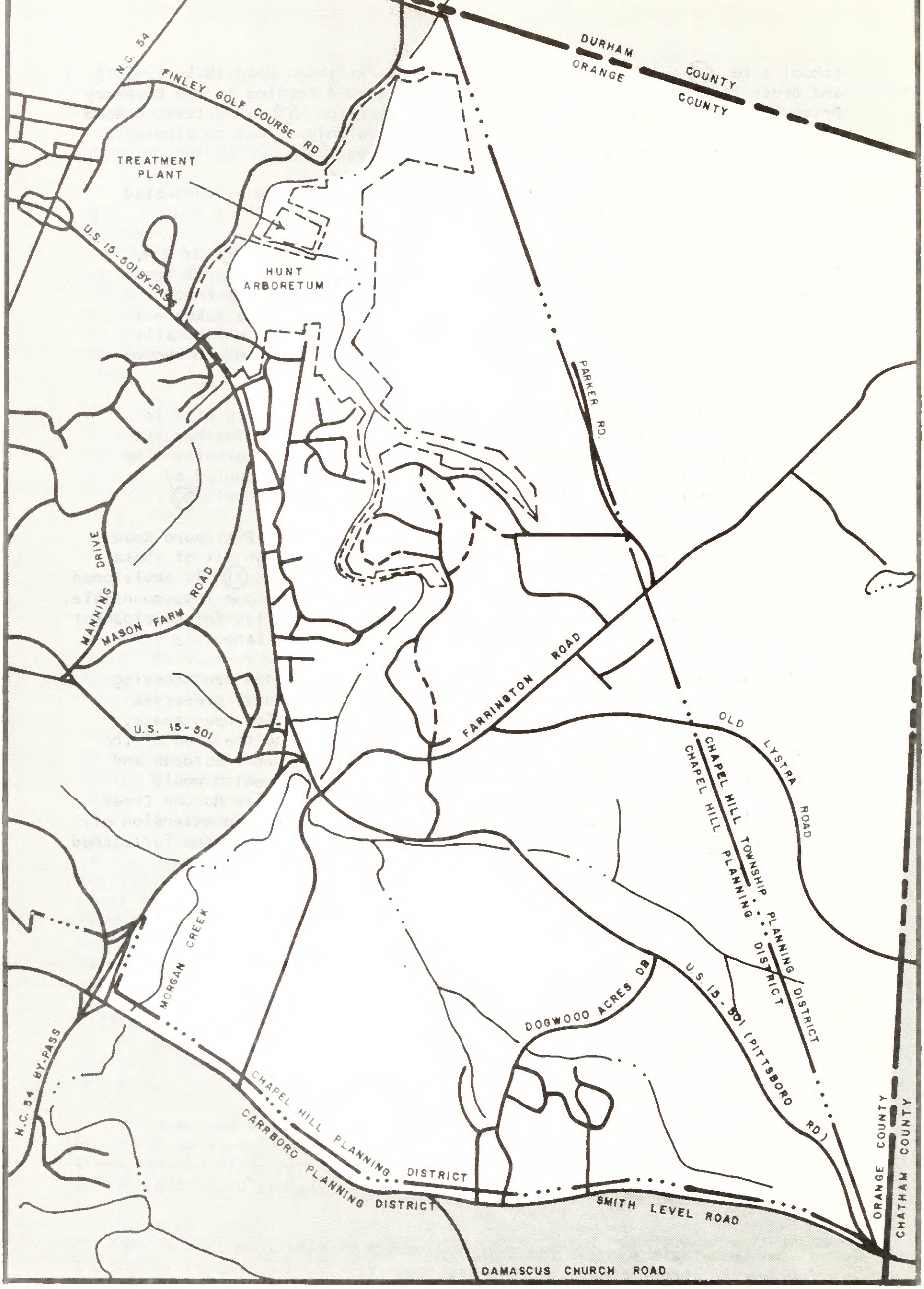
Further out, Pittsboro and Farrington Roads are shown as connected from Dogwood Acres Drive to Parker Road ⑮ .

With Bayberry Drive extended west of Farrington Road ⑯ to the junior high school, the possibility of developing the triangle of land between it and the junction of Farrington and Pittsboro Roads into apartments has been envisioned ⑰ . Care would have to be taken not to misuse the site which seems to have potentialities, but which calls for a creative solution to the problems it poses if it is not to become a blemish rather than an asset.

A location across the Bayberry Drive extension from this site is suggested for an elementary school ⑱ , while a location further out Farrington Road, at an elevation which could be sewered by gravity line ⑲ along the eastern slope of the high land presently occupied by Parker Road, might serve well someday for a second high school ⑳ .

The development of the pasture land southeast of the Pittsboro Road and bypass intersection continues to be a challenge through all of these alternatives. Some sort of office and commercial complex ㉑ is envisioned here, although the problems of access, admittedly, may become insurmountable. Possibly, from the viewpoint of access, the only possibility for development will be in large lots reached by Winter Drive and Meadow Lane.

The development as described above, in making only one new crossing to Morgan Creek at the eastern edge of the area under study, preserves for posterity the possibility of maintaining this creek for open space. It might thereby be possible to link University Lake, and the area of the new Chapel Hill Tennis Club, to the North Carolina Botanical Gardens and new University recreational facilities with a trail ㉒ which would encounter roads at only two places. To the east, the entire Morgan Creek valley will be within the New Hope Reservoir lands, making an extension of this trail ㉓ down to campsites on the lake itself seem not too farfetched.

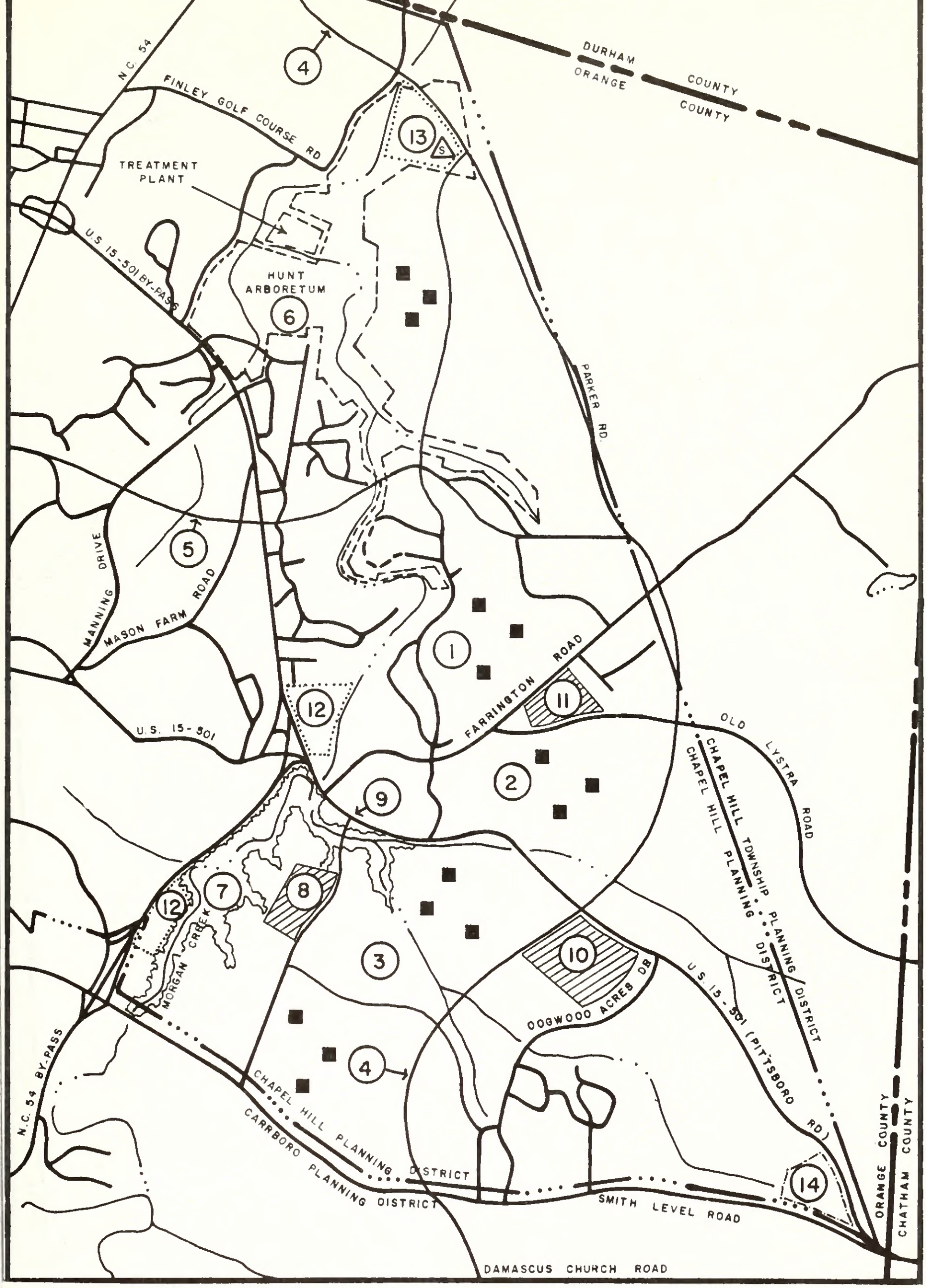

N.C. 54
FINLEY GOLF COURSE RD
DURHAM COUNTY
ORANGE COUNTY
TREATMENT PLANT
U.S. 15-501 BY-PASS
HUNT ARBORETUM
PARKER RD.
MANNING DRIVE
MASON FARM ROAD
FARRINGTON ROAD
OLD LYSTRA ROAD
U.S. 15-501
CHAPEL HILL TOWNSHIP PLANNING DISTRICT
CHAPEL HILL PLANNING DISTRICT
MORGAN CREEK
DOGWOOD ACRES DR
U.S. 15-501 (PITTSBORO RD)
N.C. 54 BY-PASS
CHAPEL HILL PLANNING DISTRICT
CARRBORO PLANNING DISTRICT
SMITH LEVEL ROAD
DAMASCUS CHURCH ROAD
ORANGE COUNTY
CHATHAM COUNTY

SOUTH OF MORGAN CREEK
EXISTING SITUATION AREA E MAP 18

1 INCH = 2150 FEET

.5 MILES

———	STREETS		UNIVERSITY PROPERTY LINE	■ ■ ■	SINGLE FAMILY AREA
— — —	PLATTED STREETS		COMMERCIAL AREA	△ M	MOBILE HOME COURT
+—+—+	RAILROAD	CBD	CENTRAL BUSINESS DISTRICT	△ C	CLUSTER DEVELOPMENT
- - - - -	PEDESTRIAN OR BICYCLE WAY		OFFICE AREA	▮▮ OR	APARTMENT AREA
● ● ●	BUS OR TRANSIT ROUTE	▨	SCHOOL SITE	△ P	PUBLIC OR MODERATE INCOME HOUSING
	OVERPASS - UNDERPASS	▧	GOVERNMENT OR PUBLIC SITE	△ S	MARRIED STUDENT HOUSING
—○—○—	SEWER LINE		OPEN SPACE OR RECREATION	△ D	DORMITORIES
	STREAM OR BODY OF WATER		SCREENING OR LANDSCAPING	△ F	FRATERNITIES - SORORITIES
	TOWN LIMITS		GOLF COURSE	■ □ ■	BUILDINGS
	COUNTY LINE	◈	PARKING AREA	⬠ C	COLISEUM
	PLANNING DISTRICT LINE	◆	PARKING STRUCTURE	(5) (B)	REFERENCE FROM TEXT


DURHAM COUNTY
ORANGE COUNTY
N.C. 54
FINLEY GOLF COURSE RD
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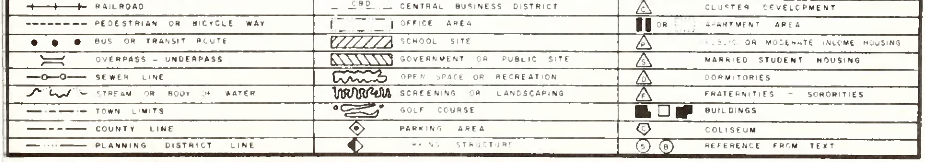
TREATMENT PLANT
U.S. 15-501 BY-PASS
HUNT ARBORETUM
6
PARKER RD.
5
MANNING DRIVE
MASON FARM ROAD
1
FARRINGTON ROAD
11
12
U.S. 15-501
OLD LYSTRA ROAD
CHAPEL HILL TOWNSHIP PLANNING DISTRICT
CHAPEL HILL PLANNING DISTRICT
2
9
7
8
12
MORGAN CREEK
3
10
DOGWOOD ACRES DR
U.S. 15-501 (PITTSBORO RD)
4
N.C. 54 BY-PASS
CHAPEL HILL PLANNING DISTRICT
CARRBORO PLANNING DISTRICT
SMITH LEVEL ROAD
14
ORANGE COUNTY
CHATHAM COUNTY
DAMASCUS CHURCH ROAD

SOUTH OF MORGAN CREEK
ALTERNATIVE A AREA E MAP 19

1 INCH = 2150 FEET
.5 MILES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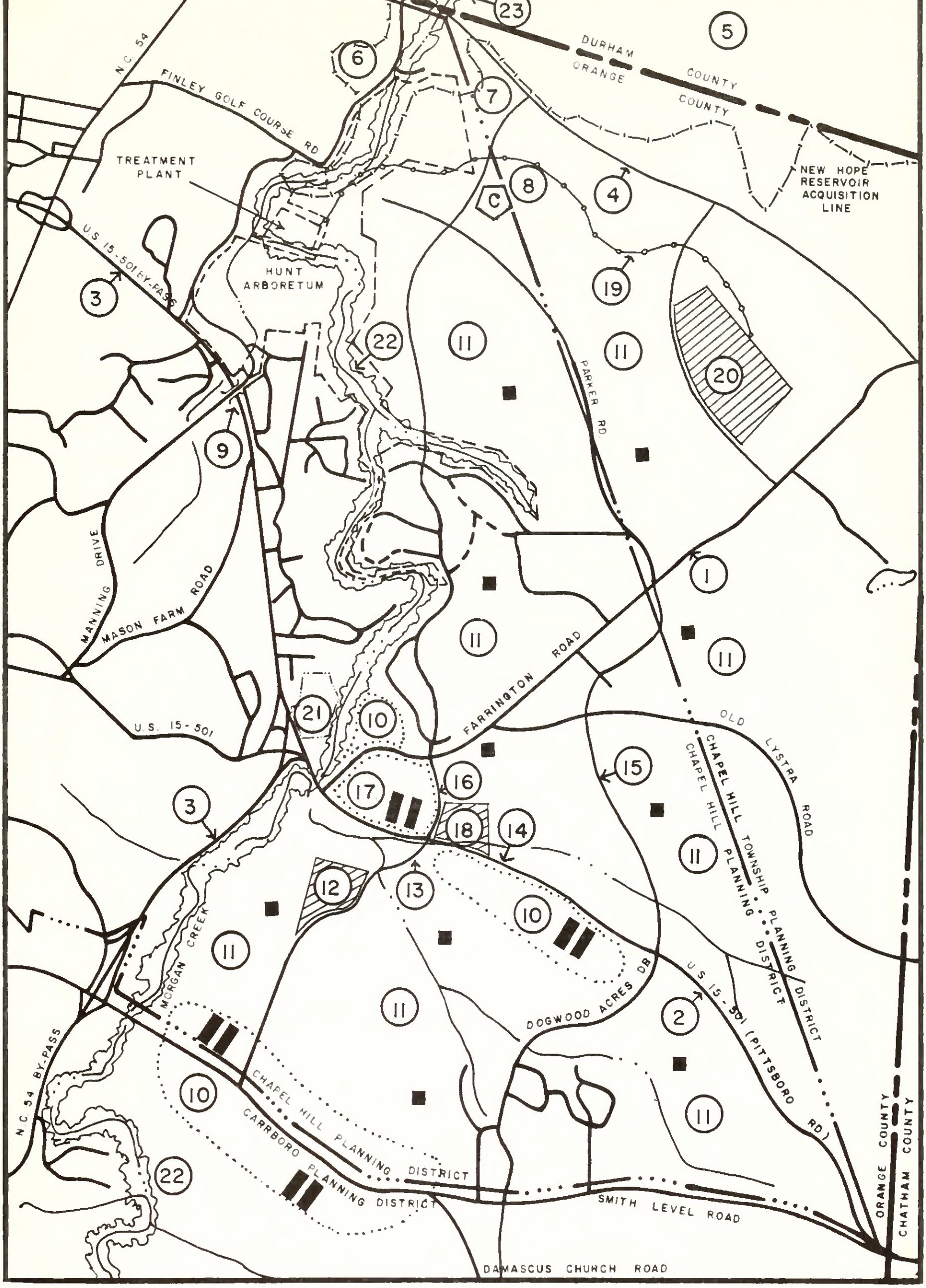
STREETS
PLATTED STREETS
RAILROAD
PEDESTRIAN OR BICYCLE WAY
BUS OR TRANSIT ROUTE
OVERPASS - UNDERPASS
SEWER LINE
STREAM OR BODY OF WATER
TOWN LIMITS
COUNTY LINE
PLANNING DISTRICT LINE
UNIVERSITY PROPERTY LINE
COMMERCIAL AREA
CBD
CENTRAL BUSINESS DISTRICT
OFFICE AREA
SCHOOL SITE
GOVERNMENT OR PUBLIC SITE
OPEN SPACE OR RECREATION
SCREENING OR LANDSCAPING
GOLF COURSE
PARKING AREA
PARKING STRUCTURE
SINGLE FAMILY AREA
M
MOBILE HOME COURT
C
CLUSTER DEVELOPMENT
OR
APARTMENT AREA
P
PUBLIC OR MODERATE INCOME HOUSING
S
MARRIED STUDENT HOUSING
D
DORMITORIES
F
FRATERNITIES - SORORITIES
BUILDINGS
C
COLISEUM
5
B
REFERENCE FROM TEXT


23
5
DURHAM
ORANGE
COUNTY
COUNTY
6
N.C. 54
FINLEY GOLF COURSE RD
7
TREATMENT PLANT
8
C
4
NEW HOPE RESERVOIR ACQUISITION LINE
U.S. 15-501 BY-PASS
3
HUNT ARBORETUM
19
22
11
11
PARKER RD
20
9
MANNING DRIVE
MASON FARM ROAD
1
11
11
FARRINGTON ROAD
21
10
U.S. 15-501
OLD LYSTRA ROAD
15
CHAPEL HILL TOWNSHIP PLANNING DISTRICT
CHAPEL HILL PLANNING DISTRICT
17
16
3
18
14
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10
MORGAN CREEK
11
11
DOGWOOD ACRES DR
2
U.S. 15-501 (PITTSBORO RD)
N.C. 54 BY-PASS
10
CHAPEL HILL PLANNING DISTRICT
CARRBORO PLANNING DISTRICT
22
11
SMITH LEVEL ROAD
DAMASCUS CHURCH ROAD
ORANGE COUNTY
CHATHAM COUNTY

N

SOUTH OF MORGAN CREEK
ALTERNATIVE C AREA E MAP 21

1 INCH = 2150 FEET
.5 MILES

———	STREETS		UNIVERSITY PROPERTY LINE	■ ■ ■	SINGLE FAMILY AREA
— — —	PLATTED STREETS		COMMERCIAL AREA	△M	MOBILE HOME COURT
┼──┼──┼	RAILROAD	CBD	CENTRAL BUSINESS DISTRICT	△C	CLUSTER DEVELOPMENT
--------	PEDESTRIAN OR BICYCLE WAY		OFFICE AREA	▮▮ OR	APARTMENT AREA
● ● ●	BUS OR TRANSIT ROUTE	▨	SCHOOL SITE	△P	PUBLIC OR MODERATE INCOME HOUSING
	OVERPASS - UNDERPASS	▧	GOVERNMENT OR PUBLIC SITE	△S	MARRIED STUDENT HOUSING
—○—○—	SEWER LINE		OPEN SPACE OR RECREATION	△D	DORMITORIES
	STREAM OR BODY OF WATER		SCREENING OR LANDSCAPING	△F	FRATERNITIES - SORORITIES
	TOWN LIMITS		GOLF COURSE	■ □	BUILDINGS
	COUNTY LINE	◈	PARKING AREA	⬡C	COLISEUM
	PLANNING DISTRICT LINE	◆	PARKING STRUCTURE	⑤ ⑧	REFERENCE FROM TEXT

(Set of alternatives as originally presented on November 7, 1967)

That area north of West Rosemary Street, between Church Street on the east and the Carrboro corporate limits on the west, and running north until development ends in the area of Tanyard Branch and Bolin Creek Ⓐ . Some consideration will also be given the area lying west of Church Street between West Rosemary and West Franklin Streets Ⓑ , not so much as a study of the future of that area as part of the Central Business District as in an effort to suggest the possible relationship and influence of that area to the main area of study.

EXISTING SITUATION

This area is almost entirely residential, being developed primarily with small houses on small lots. The street pattern is made up of small areas of rectilinear layout overlayed upon an earlier system of rural type lanes, almost all with what would now be considered substandard rights-of-way and street widths.

Several public facilities are located in the area, including 49 of the Town's 60 public housing units Ⓒ , the main offices and facilities of the recreation commission Ⓓ , and an ex-elementary school Ⓔ , currently used as Board of Education offices and offices for the Multi-Purpose Center.

It should be immediately recognized that a study of alternative patterns of physical development or change in this area cannot be divorced from consideration of probable, possible, or desirable social patterns, or from economic considerations. Reference to problems of this sort will be made throughout the presentation of these alternatives.

THE ALTERNATIVES

The most significant features distinguishing these alternatives may be summarized as follows:

Alternative A - maintaining the existing residential nature of the area with considerable rehabilitation and conservation of individual structures, and some additional public housing.

Alternative B - some expansion of the Central Business District into the area, including with it apartment development.

Alternative C - a continuing residential use of the area, but with some new University oriented housing filling in gaps and replacing older housing as local programs work toward both the elimination of substandard housing and the widening of residential options for members of the black community.

ALTERNATIVE A

Alternative A sees the main effort in the Northside area over the coming years being directed toward maintaining and improving the condition and quality of the presently good development in that area, and of rehabilitating that which is already below desirable standards. Accordingly, it sees the area as continuing to be a basically residential community, primarily of small homes on small lots with some units of public housing.

Any public housing beyond the forty-nine units currently being readied for occupancy /1 will be developed in small groupings of a few units each. A suggestion of the pattern of scattered distribution of these units which might take place, possibly using either vacant lots or properties on which the present structures are in too bad condition to be kept for another ten or more years, is made on the accompanying map ①. The nature of these alternatives is not, however, to make specific proposals for individual lots, so that other properties than those shown for public housing units could just as easily have been picked without changing the basic character of this alternative for development of the neighborhood.

The future of some properties, however, is sufficiently significant that they must be specifically dealt with in the alternatives. The Northside Elementary School property ② is an example of this. In Alternative A it is seen as serving a useful and flexible role, much as it does today, being the center for agencies and offices whose work is oriented to the social, educational and related needs of the Chapel Hill community. There seem to be advantages in this location for agencies which must do much of their most important work in the Northside area, as well as for the area itself in that the agencies also do important work in other parts of Chapel Hill which will bring more members of the total community into at least physical contact with the Northside area. A precise statement of the organizations which might be based on this property in ten or fifteen years or of the ownership of the property (whether Board of Education, Town of Chapel Hill, University of North Carolina, some other agency, or private ownership) would be difficult to make at this time, but the continuation of its basic function somewhat as at present is worth consideration.

While greater contact on a number of levels and in a number of spheres with the rest of the Chapel Hill community would appear beneficial for the Northside area, total integration into it, with a loss of any local sense of identification, may not be a desirable goal in the near future. This alternative, for instance, envisions the possibility of a neighborhood business center in the heart of the Northside area ③, in keeping with the general size and scale of the whole area, this would not be a large center, but might include accommodations for groceries and convenience shopping and for such services as a barber shop, beauty salon or cleaners. Potential local operators of such businesses might be better able to evaluate the kinds of goods and services which would find a ready market in the area, and a discussion of the possibilities among such people might result in a more imaginative list than that presented above. Commercial development in this area would, however, face the same problems that are being met everywhere by the small businessman. Thus, where for some reasons it might seem desirable to have a neighborhood hardware and building supply store, or a plant nursery, the limited scale of the operation which would be feasible might make it impossible to maintain competitive prices. While this gets somewhat away from the physical development of the area, it does suggest that the physical cannot be considered apart from economic and social factors. In any case, on the assumption that some sort of neighborhood center is economically feasible and socially desirable, a location for such a center has been shown here. It is believed that the problems of designing on a partially steep site would be more than offset by its desirable location in terms of access from areas east of, as well as west of, Mitchell Lane.

The present pattern of Mitchell Lane and the creek which runs by it are such that they tend to split Northside into an eastern and a western part. Alternative A proposes that this road be improved and that the creek be transformed into a long and narrow park running along the road from the vicinity

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1/ Completed as of 1969.

of the Roberson Street Center past Gomains Avenue, and beyond that in the form of a trail all the way down to Bolin Creek ④ . Here a greenway would run along the creek as far as East Franklin Street. As an attractive park, with the creek developed as an asset rather than as a local problem area, and tying the recreation center to the Northside School property, it would tend more to bring the areas on both sides together rather than to split them.

The street pattern is a significant factor in the design of almost any area of a community. The present pattern of the Northside area makes it something of an island apart from the rest of the Chapel Hill community. This alternative shows essentially the same pattern as at present within the study area, but does show in addition a major street running north from Starlight Drive and down Tanyard Branch to Umstead Drive ⑤ This street is a part of the Chapel Hill Thoroughfare Plan adopted in 1965 and, as shown in that plan, would tie this whole area rather directly to the vicinity of East Franklin Street and Bolin Creek. The creation of this street would probably come hand in hand with a fuller development of downtown activities on both sides of the Chapel Hill-Carrboro line.

ALTERNATIVE B

In contrast to Alternative A, Alternative B envisions some rather major changes within the Northside area. Most of these changes grow out of the possibility that the Central Business District and many of the uses generally found in a downtown area may in the coming years push north of West Rosemary Street, with a resultant need to relocate many of the people who formerly lived in the area thus converted.

The experience of University Square may lead to interest in further developments of this sort combining dormitory accommodations with commercial activities. For such an operation, however, a fairly large tract of land is needed, near enough to the campus for students to rely primarily on walking, and also located on a sufficiently traveled street to make the commercial aspects of the operation pay off. Such an operation may find the north side of West Rosemary Street to the west of Church Street meeting these qualifications in the coming years. With the growth of the student body the concept of what is close to the campus will tend to be less restricted. There may not be many areas available for commercial dormitories which are closer or in other ways more satisfactory. In addition, it should be noted that West Rosemary Street has recently attracted new commercial enterprises (most recently, Lum's and Kwik-Pik) and if ever made one-way, as proposed in this alternative and shown in the Thoroughfare Plan, will become an even more economically feasible location for business.

This alternative devotes a part of the block bounded by Rosemary, Church, Lindsay and Mitchell to an operation similar in scale and nature to the present University Square development ① . In addition it envisions the continuation of the recent trend toward commercial development on those parts of West Rosemary Street itself which are not part of this larger unified development ② .

Since such a development as described above may require the full depth from Rosemary Street to Lindsay Street, and since many of the houses on the north side of Lindsay Street are in poor condition, it may be that some new apartment development might also take place on this street as well, a possibility shown in this alternative ③ .

Making such strong development in this block more plausible, and also important to the development of Franklin and Rosemary Streets as one-way streets is another street, connecting the two to the east of the present Hospital Saving Association garden and continuing north of Rosemary Street as Mitchell Lane ④ . In fact, Alternative B suggests that Mitchell Lane might be much improved, with many of its curves reduced, and eventually extended north of Gomains Avenue, across Tanyard Branch and along the line of the University Branch of the Southern Railroad ⑤ . While a route parallel to the railroad is a possibility, this concept would become a much more attractive one should the railroad itself ever be abandoned, thus making the use of its rights-of-way a possibility. Such a road would eventually lead to the high school as well as through land likely to be developed in one way or another by the University, so that its intersections with Rosemary and Franklin Streets would become fairly significant locations.

It is proposed here that the lands north and west of this intersection of Mitchell Lane and Rosemary Street, including the land of the Roberson Street Center, be developed by the Town as a civic center ⑥ For many years Chapel Hill has been able to rely on the University facilities to meet its cultural and recreational needs. With the growth of both the Town and the University this is becoming less and less possible. In setting aside a sizable piece of land in the downtown area to meet needs of this sort Chapel Hill would probably be looking further ahead than to the needs of the next ten or fifteen years, and for that reason this alternative does not envision full utilization at that time of the area proposed for civic uses.

With regard to this area it should be noted that over half of it is already the property of the Town, that most of the rest except the frontage on Rosemary Street is vacant, and that the Rosemary Street frontage itself is directly across the street from one of the three areas proposed as a municipal parking structure ⑦ in the recent "Parking Needs and Development Program" study for the Central Business District done by Wilbur Smith and Associates. Thus it might be possible to use some of the area at first as a municipal parking lot which could later be converted to a parking structure and some sort of civic auditorium combination.

The recreation center itself could use considerable improvement. This alternative, however, suggests that the neighborhood orientation would eventually give way to a townwide orientation at this particular location, and suggests that at some future date the present Northside School site become a locally oriented recreation facility ⑧ , Its hilltop location, as well as its creek-side location, suggests also the possibility of a very attractive neighborhood park. A Y.M.C.A. with a town-wide orientation might, however, be suitable as part of a civic center.

The development of Mitchell Lane as an important through street would have implications not only for the area of its intersection with the main business district streets, but also for the whole of the Northside area. Physically it would tend to split the area while at the same time tying it more closely to the rest of the town. The advantages and disadvantages of this, both in physical and social terms, would have to be thoroughly considered before any major action was taken concerning such a change.

Since this alternative does not show that element of the Thoroughfare Plan shown in the other alternatives as linking Umstead Drive with Main and Franklin Streets, it does show, instead, an extension of Church Street to North Pritchard Street and thence to Umstead Drive ⑨ , a proposal which has also led to the indication of some commercial extension up Church Street ⑩ .

It is obvious that several of the changes thus far made in the Northside area by this alternative would mean the elimination of a great many homes, including homes in both good and poor condition. In some cases the best answer to the relocation problem may be found in additional public housing or in other federally supported moderate-income housing programs. Accordingly, an expansion of the present Gomains Avenue Public Housing Project ⑪ is shown, along with new moderate-income housing near the aforementioned extension of Mitchell Lane ⑫ . Such publicly sponsored projects, however, would only take care of some of the relocation problems. If the future of the Northside area is to ever resemble the general picture given in Alternative B a great many relocation problems, each with its own individual character and set of facts, will have to be solved. Much will hinge on whether the solutions are by and large satisfactory ones.

ALTERNATIVE C

Alternative C envisions, as does Alternative A, the elimination of only the worst of the current housing, and the rehabilitation of the remaining substandard units. Unlike Alternative A, however, it does not propose additional public housing units in the area, implying that these could be provided elsewhere in the Chapel Hill-Carrboro community. In this respect it also contrasts strongly with Alternative B, in which the current public housing area is substantially increased on adjacent land. The whole question of public housing location requires a depth of consideration which these sets of alternative possibilities for various parts of Chapel Hill are not able to give to it. The three possible treatments of the problem presented in this set of alternatives may, however, be able to serve as a basis for discussion of some of the important features involved. /1

Another of the housing problems facing the Chapel Hill community is the shortage of low and moderate rent housing for students, most particularly for students seeking apartment type accommodations within walking distance of the campus. The numbers of graduate students is increasing rapidly while the stock of this type of housing is diminishing, and there is little available property for the development of new housing of this type. There are within the Northside area, however, many sites which would lend themselves to small apartment buildings of from three to six units. The introduction of such units into this area, as shown in this alternative ① , would, in addition to supplying needed housing for students, be a step in the direction of residential racial integration. However, while the students' needs and attitudes might make him more willing than some to consider living in the Northside area, he is also transient in nature and less likely to feel any particular attachment to the area in which he lives or to contribute to it in any fashion. Again the advantages and disadvantages of a proposal are not as clear cut as we would like to have them.

While public housing is not proposed in Alternative C, the rapid growth of the Chapel Hill-Carrboro area and the consequent advantages of developing more densely in the areas adjacent to the downtown suggest that multi-family housing oriented to families, as well as housing oriented toward students, might be desirable in the Northside area. Such housing is shown in this alternative along the thoroughfare running along Starlight Drive and connecting West Franklin Street with Umstead Drive ② . Additional multi-family housing is also shown in the area between Mitchell Lane and Roberson Street partially occupied

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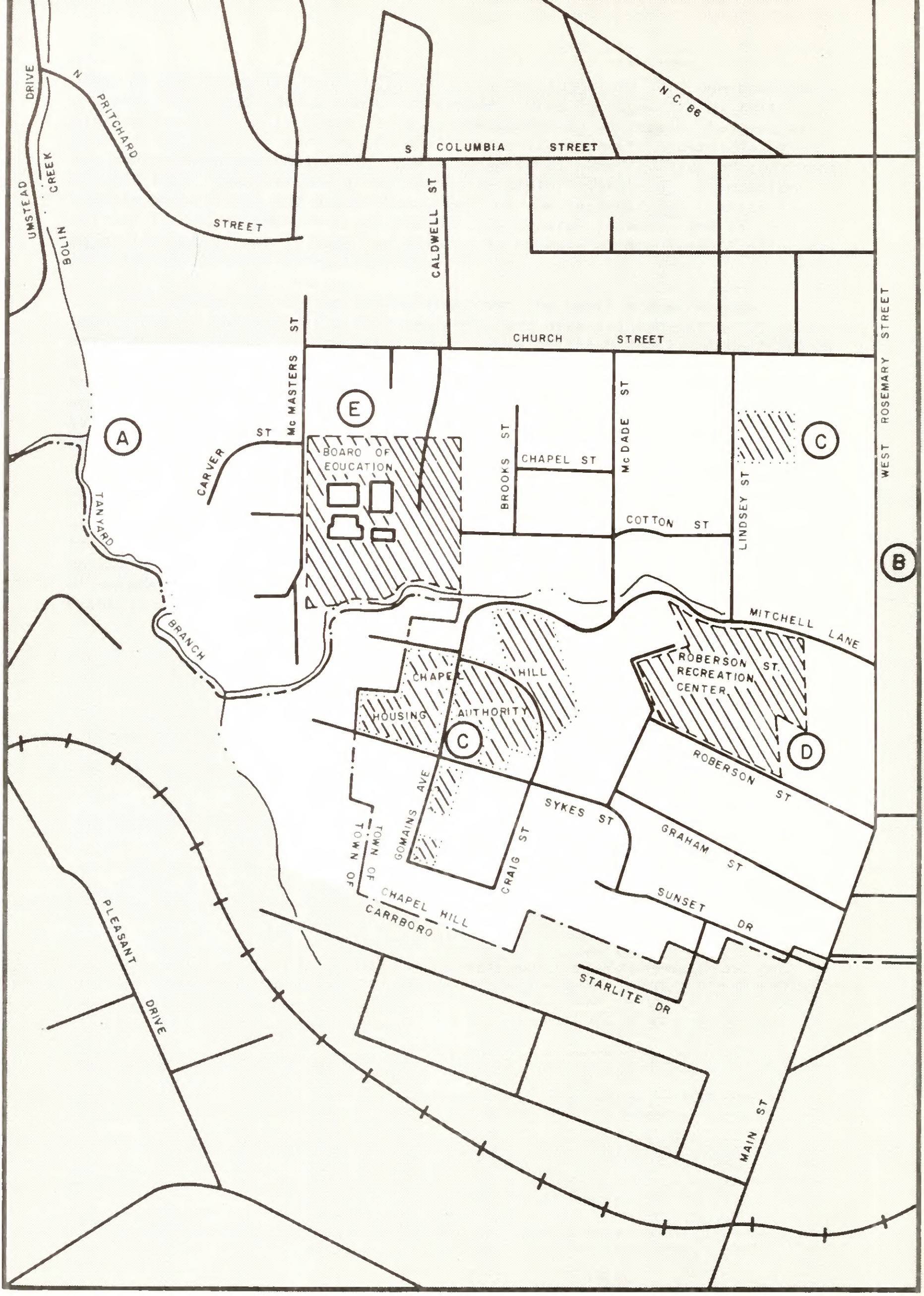
1/ Discussions which took place in the Northside area following the 1967 presentation of these alternatives has led to more recent decisions to emphasize rehabilitation and conservation in the area's redevelopment, and to avoid the development of any further concentration of public housing within the area.

today by the Community Center ③. It is not suggested that new apartments are more important than a community center. What is suggested by this alternative is that if there is to be one community center in the general area of the downtown serving the whole community then its present location may be too oriented toward a single neighborhood. The location of apartments at this site, then assumes a new community center elsewhere. A location between Main Street and Brewer Lane, east of the railroad ④, which is neither in one neighborhood nor another, is central to many, and is on a major through street is supplied here as an example of the kind of alternative location which might be considered.

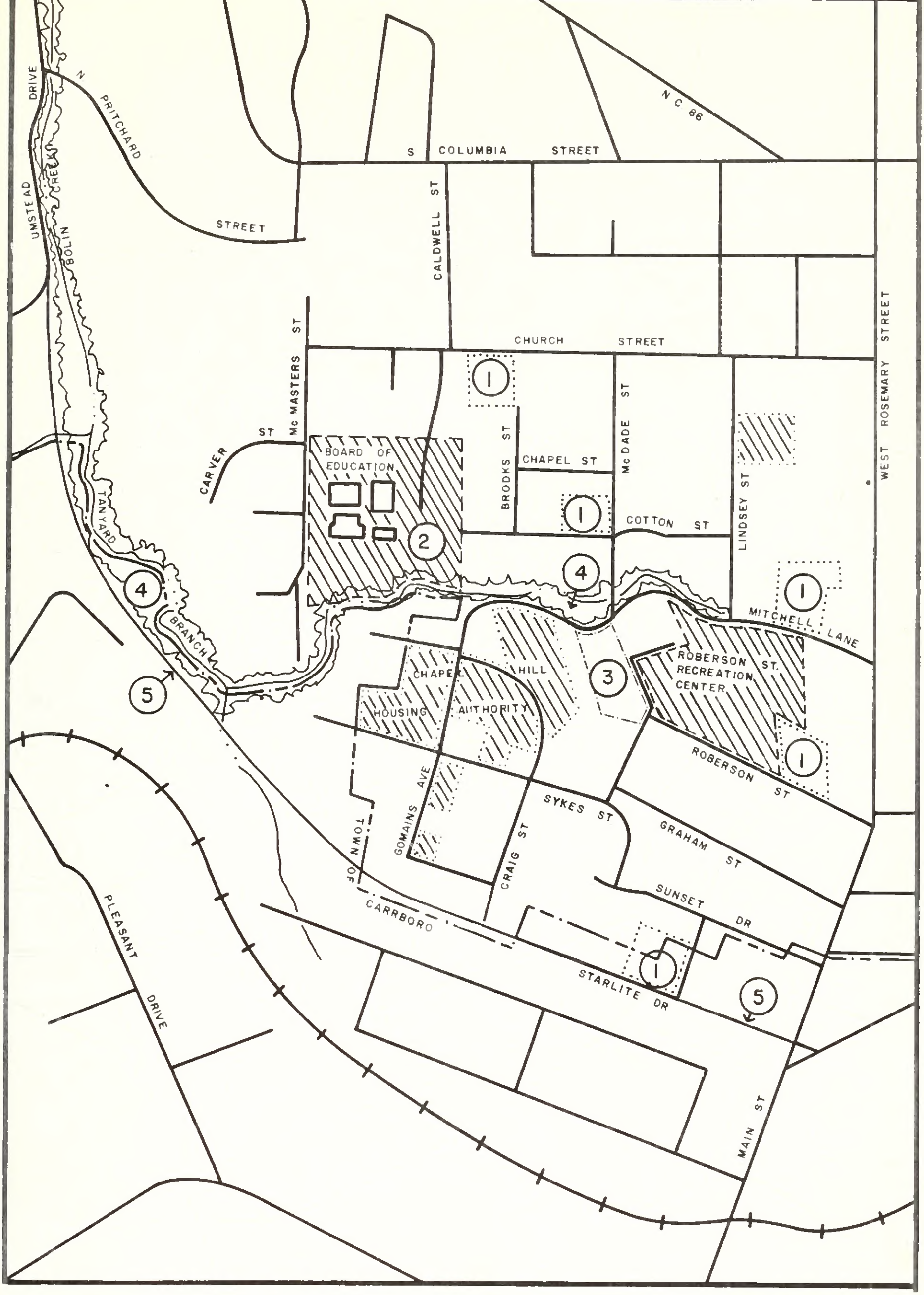
With changes in the Northside area over the years and with more experience in the schools with integration and with transportation of students, attitudes may change to the point that re-use of the Northside School ⑤ as a school may become feasible and desirable - a possibility shown here. At such time there might be a switch from transporting students out of the neighborhood every morning to transporting them into the neighborhood. This would be facilitated if McMasters Street could be continued east to tie into Longview Street and North Pritchard Street as proposed in this alternative ⑥.

Rosemary Street is seen here as one-way, heading west. Under such a circumstance full commercial development, including a considerable amount of parking would seem very likely to take place along Rosemary Street ⑦ in the next ten to fifteen years. It is proposed here that this would not extend up the side streets north of West Rosemary Street. The question of this kind of extension is very much like that being faced today to the south of West Franklin Street.


UMSTEAD DRIVE
BOLIN CREEK
N PRITCHARD STREET
S COLUMBIA STREET
N C 86
CALDWELL ST
CHURCH STREET
WEST ROSEMARY STREET
McMASTERS ST
CARVER ST
BOARD OF EDUCATION
BROOKS ST
CHAPEL ST
McDADE ST
COTTON ST
LINDSEY ST
TANYARD BRANCH
MITCHELL LANE
ROBERSON ST
ROBERSON RECREATION CENTER
CHAPEL HILL HOUSING AUTHORITY
GOMAINS AVE
CRAIG ST
SYKES ST
GRAHAM ST
SUNSET DR
STARLITE DR
TOWN OF CHAPEL HILL
TOWN OF CARRBORO
PLEASANT DRIVE
MAIN ST
A
B
C
C
D
E

NORTHSIDE
EXISTING SITUATION AREA F MAP 22

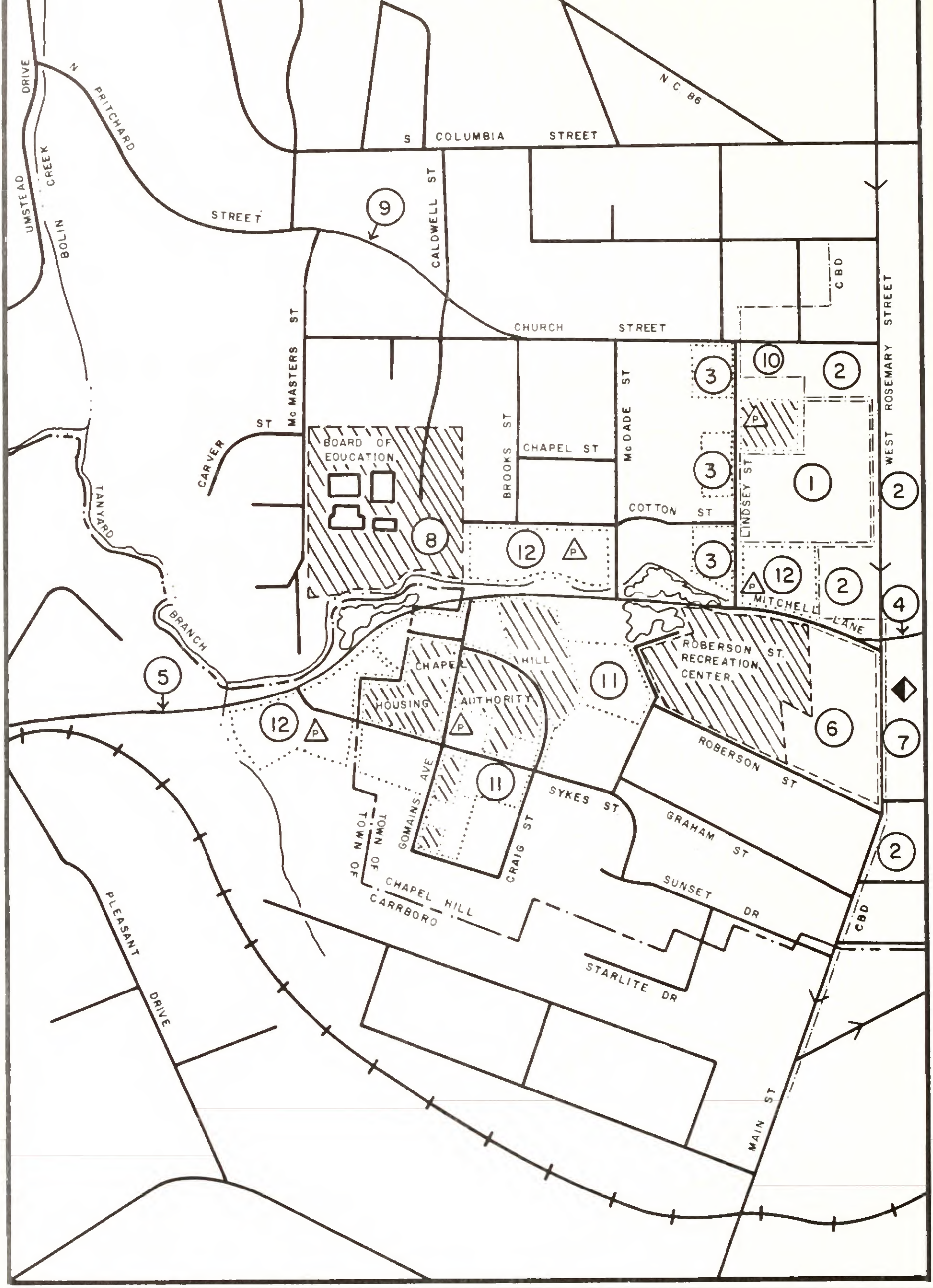
N
1 INCH = 500 FEET
.1 MILES
STREETS
PLATTED STREETS
RAILROAD
PEDESTRIAN OR BICYCLE WAY
BUS OR TRANSIT ROUTE
OVERPASS - UNDERPASS
SEWER LINE
STREAM OR BODY OF WATER
TOWN LIMITS
COUNTY LINE
PLANNING DISTRICT LINE
UNIVERSITY PROPERTY LINE
COMMERCIAL AREA
CBD
CENTRAL BUSINESS DISTRICT
OFFICE AREA
SCHOOL SITE
GOVERNMENT OR PUBLIC SITE
OPEN SPACE OR RECREATION
SCREENING OR LANDSCAPING
GOLF COURSE
PARKING AREA
PARKING STRUCTURE
SINGLE FAMILY AREA
MOBILE HOME COURT
CLUSTER DEVELOPMENT
OR
APARTMENT AREA
PUBLIC OR MODERATE INCOME HOUSING
MARRIED STUDENT HOUSING
DORMITORIES
FRATERNITIES - SORORITIES
BUILDINGS
COLISEUM
REFERENCE FROM TEXT


N PRITCHARD
UMSTEAD DRIVE
BOLIN CREEK
STREET
S COLUMBIA STREET
N C 86
CALDWELL ST
CHURCH STREET
WEST ROSEMARY STREET
Mc MASTERS ST
CARVER ST
BOARD OF EDUCATION
BROOKS ST
CHAPEL ST
Mc DADE ST
COTTON ST
LINDSEY ST
MITCHELL LANE
TANYARD BRANCH
ROBERSON ST. RECREATION CENTER
CHAPEL HILL HOUSING AUTHORITY
ROBERSON ST
SYKES ST
GRAHAM ST
SUNSET DR
GOMAINS AVE
CRAIG ST
TOWN OF CARRBORO
STARLITE DR
MAIN ST
PLEASANT DRIVE
1
2
3
4
5

NORTHSIDE
ALTERNATIVE A AREA F MAP 23

1 INCH = 500 FEET
.1 MILES

———	STREETS	·········	UNIVERSITY PROPERTY LINE	■ ■ ■	SINGLE FAMILY AREA
— — —	PLATTED STREETS	▭	COMMERCIAL AREA	Ⓜ	MOBILE HOME COURT
+—+—+	RAILROAD	CBD	CENTRAL BUSINESS DISTRICT	Ⓒ	CLUSTER DEVELOPMENT
- - - - -	PEDESTRIAN OR BICYCLE WAY	▭	OFFICE AREA	▮ OR ⬚	APARTMENT AREA
● ● ●	BUS OR TRANSIT ROUTE	▨	SCHOOL SITE	Ⓟ	PUBLIC OR MODERATE INCOME HOUSING
⌶	OVERPASS - UNDERPASS	▧	GOVERNMENT OR PUBLIC SITE	Ⓢ	MARRIED STUDENT HOUSING
—o—o—	SEWER LINE	▒	OPEN SPACE OR RECREATION	Ⓓ	DORMITORIES
~~	STREAM OR BODY OF WATER	▒	SCREENING OR LANDSCAPING	Ⓕ	FRATERNITIES - SORORITIES
—·—·—	TOWN LIMITS	▒	GOLF COURSE	■ □ ■	BUILDINGS
—·—·—	COUNTY LINE	◈	PARKING AREA	Ⓒ	COLISEUM
—·····—	PLANNING DISTRICT LINE	◆	PARKING STRUCTURE	⑤ Ⓑ	REFERENCE FROM TEXT


UMSTEAD DRIVE
N PRITCHARD
BOLIN CREEK
S COLUMBIA STREET
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STREET
CALDWELL ST
CHURCH STREET
McMASTERS ST
CARVER ST
BOARD OF EDUCATION
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CHAPEL ST
McDADE ST
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MITCHELL LANE
TANYARD BRANCH
CHAPEL HILL HOUSING AUTHORITY
ROBERSON ST RECREATION CENTER
ROBERSON ST
SYKES ST
GRAHAM ST
SUNSET DR
GOMAINS AVE
TOWN OF CHAPEL HILL
TOWN OF CARRBORO
CRAIG ST
STARLITE DR
PLEASANT DRIVE
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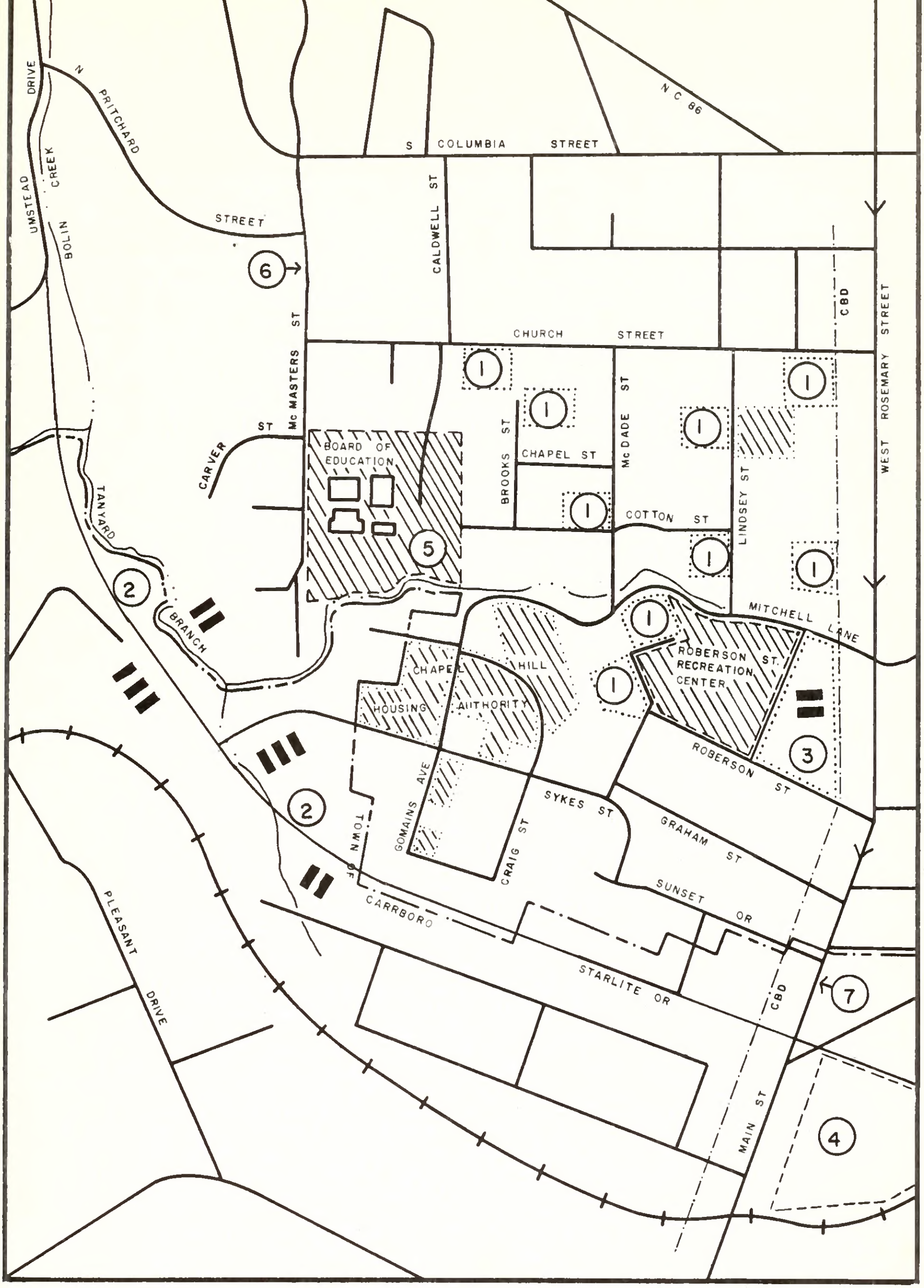
NORTHSIDE ALTERNATIVE B AREA F MAP 24

1 INCH = 500 FEET
.1 MILES

———	STREETS	⋯⋯	UNIVERSITY PROPERTY LINE	■ ■ ■	SINGLE FAMILY AREA
— — —	PLATTED STREETS	⌐ ¬	COMMERCIAL AREA	△M	MOBILE HOME COURT
—+—+—	RAILROAD	CBD	CENTRAL BUSINESS DISTRICT	△C	CLUSTER DEVELOPMENT
- - - - -	PEDESTRIAN OR BICYCLE WAY	⌐ ¬	OFFICE AREA	▮▮ OR ⬚	APARTMENT AREA
● ● ●	BUS OR TRANSIT ROUTE	▨	SCHOOL SITE	△P	PUBLIC OR MODERATE INCOME HOUSING
⌣⌢	OVERPASS - UNDERPASS	▧	GOVERNMENT OR PUBLIC SITE	△S	MARRIED STUDENT HOUSING
—○—○—	SEWER LINE	∿	OPEN SPACE OR RECREATION	△D	DORMITORIES
∿	STREAM OR BODY OF WATER	∿	SCREENING OR LANDSCAPING	△F	FRATERNITIES - SORORITIES
—·—·—	TOWN LIMITS	∿	GOLF COURSE	■ □ ■	BUILDINGS
—··—	COUNTY LINE	◈	PARKING AREA	⬡C	COLISEUM
—⋯—	PLANNING DISTRICT LINE	◆	PARKING STRUCTURE	⑤ Ⓑ	REFERENCE FROM TEXT


N PRITCHARD
UMSTEAD DRIVE
BOLIN CREEK
STREET
S COLUMBIA STREET
N C 86
CALDWELL ST
6
CBD
WEST ROSEMARY STREET
CHURCH STREET
Mc MASTERS ST
CARVER ST
BOARD OF EDUCATION
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BROOKS ST
CHAPEL ST
Mc DADE ST
COTTON ST
LINDSEY ST
1
TANYARD BRANCH
2
MITCHELL LANE
ROBERSON ST.
ROBERSON RECREATION CENTER
CHAPEL HILL HOUSING AUTHORITY
3
ROBERSON ST
GOMAINS AVE
CRAIG ST
SYKES ST
GRAHAM ST
SUNSET DR
TOWN OF CARRBORO
PLEASANT DRIVE
STARLITE DR
CBD
7
MAIN ST
4

NORTHSIDE
ALTERNATIVE C AREA F MAP 25

1 INCH = 500 FEET
.1 MILES

———	STREETS	┈┈┈	UNIVERSITY PROPERTY LINE	■ ■ ■	SINGLE FAMILY AREA
— — —	PLATTED STREETS	┌ ┐	COMMERCIAL AREA	△M	MOBILE HOME COURT
—┼—┼—	RAILROAD	CBD	CENTRAL BUSINESS DISTRICT	△C	CLUSTER DEVELOPMENT
--------	PEDESTRIAN OR BICYCLE WAY	┌ ┐	OFFICE AREA	▮▮ OR ▨	APARTMENT AREA
● ● ●	BUS OR TRANSIT ROUTE	▨	SCHOOL SITE	△P	PUBLIC OR MODERATE INCOME HOUSING
)(	OVERPASS - UNDERPASS	▨	GOVERNMENT OR PUBLIC SITE	△S	MARRIED STUDENT HOUSING
—o—o—	SEWER LINE	▨	OPEN SPACE OR RECREATION	△D	DORMITORIES
~	STREAM OR BODY OF WATER	▨	SCREENING OR LANDSCAPING	△F	FRATERNITIES - SORORITIES
—·—·—	TOWN LIMITS	◇	GOLF COURSE	■ □ ■	BUILDINGS
—— — ——	COUNTY LINE	◇	PARKING AREA	⬡C	COLISEUM
—·····—	PLANNING DISTRICT LINE	◆	PARKING STRUCTURE	⑤ Ⓑ	REFERENCE FROM TEXT

(Set of alternatives as originally presented on April 4, 1967)

That area bounded on the west by Church Street, on the north by Bolin Creek, on the east by Hillsborough Street and on the south by Rosemary Street with consideration being given as far as Franklin Street, in that it is difficult to think about the block between Rosemary Street and North Street Ⓐ without consideration of the block between Rosemary Street and Franklin Street Ⓑ .

EXISTING SITUATION

The southernmost part of this study area, the hilltop part which is nearest the downtown and the University, is part of old Chapel Hill Ⓒ , with single-family homes and gardens sometimes located on rather large properties and sometimes on quite small ones and with streets often narrower than current practices would allow, but having a charm rarely achieved in current development (Cobb Terrace, Cottage Lane, Pritchard Street, etc.)

The remainder of the area is primarily either land developed in recent times to meet the student housing market as anything from cinder block duplexes Ⓓ to large apartment projects /1 Ⓔ or undeveloped Ⓕ . Exceptions to this are the commercial area on the east side of N.C. 86 from the Ranch House to Bolin Creek Ⓖ , the eleven units of public housing on North Columbia Street Ⓗ , and the fire station site and new town hall site at Stephens Street and N.C. 86 Ⓘ . New apartment and commercial areas have tended to clear out all the wooded cover in their immediate vicinity, but the rest of the area, including most single-family areas, has a fairly solid tree cover visible when approaching the town from the north.

THE ALTERNATIVES

Alternative A emphasizes a dense linear development along Airport Road (N.C. 86).

Alternative B emphasizes a transitional office-apartment type zone north of the present Central Business District and running parallel to it.

Alternative C emphasizes a ring of dense development somewhat removed from the present Central Business District.

ALTERNATIVE A

Airport Road from North Street on through and past this study area will be four-laned. This combined with the further development in accordance with the Thoroughfare Plan of a thoroughfare along Bolin Creek linking Airport Road with Route 15-501 would very likely make Airport Road the major entrance into downtown Chapel Hill.

Alternative A suggests that this entrance might become the spine for about three quarters of a mile of dense residential development from Bolin Creek to the downtown ① . This density might be considerably

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1/ Including since 1967 a 154 unit apartment tower.

greater than the fourteen per acre presently allowed in multi-family zones, though the fact that adequate off-street parking must be provided would probably set an outside limit of fifty or sixty per acre.

People living in this "corridor" would be close to the downtown, but could also travel eastward towards Durham without passing through the downtown. If sidewalks or even bicycle paths were supplied it would be possible to get to Franklin Street or the University of North Carolina campus from this area without use of a car. Present University policy is that students living in this general area are not allowed to park cars on campus.

One implication of dense development here, or anywhere else in Chapel Hill, is that there is therefore less dense development elsewhere. These same people scattered throughout Chapel Hill could very easily require considerably more roads and services while at the same time putting more traffic on all of the roads.

It seems natural that the business district should reach out to meet this incoming movement, but this alternative attempts to allow it to do so in a fashion that will not make it necessary for the driver to pass through a stretch of scattered business establishments. Instead, when he first makes contact with business development he will essentially already be in the heart of the downtown and ready to park.

Some of the specific points of Alternative A are elaborated below, and may be identified on the map.

A main assumption is a thoroughfare running along Bolin Creek from Airport Road east at least as far as the 15-501 bypass ②. Traffic from the north and east would then enter Chapel Hill along Airport Road.

Traffic would continue through town by way of an extension of Airport Road west of Columbia Street and running parallel to it from Rosemary Street until meeting Pittsboro Street at Cameron Avenue ③. This is the route shown on the Chapel Hill Thoroughfare Plan adopted in 1965. Traffic coming into town or the University would continue to use the present route along Columbia Street.

To avoid conflict where the new thoroughfare meets Rosemary Street, Pritchard Street is shown as broken off at Short Street ④. This separation from a major traffic artery should help to maintain the intimate nature of the nearby residential areas to the north and west.

The main feature of Alternative A, the heavy residential density along and near Airport Road, is shown primarily in the form of apartments which are likely to be very visible from the road itself, but in which the effort should be made to create some intervening landscaping and to set parking back from the road. Where apartments back onto attractive natural landscape, however, the parking should also be designed so as not to divorce the two.

The long strip of land on the west side of Airport Road opposite the Ranch House and between Longview and Green Streets is particularly challenging because of the combination of opportunity created by the high wooded embankment behind and the difficulty created by the area's depressed location with respect to the road itself ⑤. Although a complete solution would ultimately rest with an architect, it is visualized here that dense apartment development might use the entire ground level for parking with dwelling units and possibly shops above, more on a level with Airport Road or slightly above, and with terraces created over some of the parking to provide needed open space.

Placing a concentration of residents along Airport Road suggests the possibility that an extension of the Central Business District might take place in this direction. This is seen as a rather concentrated development along a north-south mall reaching from Franklin Street to Airport Road ⑥ and taking advantage of the fall of the land to cross over Rosemary Street and eventually connecting to a footbridge over Airport Road itself at the Chapel Hill governmental center behind the present fire station. While shopping would flank this mall, the raised part to the north of Franklin Street would have parking below it and office or residential uses rising above it at various points. Such a mall could be created in advance of the demand for all the business uses which might eventually accrue to it.

To make it possible to park at a lower level directly off of North Columbia Street, North Street would be discontinued, or turned back towards Rosemary Street ⑦ .

The triangle of land between Airport Road, North Columbia Street and Stephens Street ⑧,now owned by the Town of Chapel Hill, would be developed with a new town hall and a community center, as currently proposed, with the possible addition of the aforementioned pedestrian bridge over Airport Road.

All of this would be tied to sidewalks running down both sides of Airport Road and at least down one side of Columbia Street to the public housing units at Noble Street and beyond ⑨ .

Several pedestrian greenways would lead from the block interiors off of lower Airport Road to these sidewalks ⑩ , thus focusing not only residential units directly on Airport Road but others, such as those currently at the bottom of Hillsborough Street, onto this approach to the downtown.

Helping to ease the traffic problems of Chapel Hill and the University, and also making this conception of a business district extension more vital would be the development of one or more bicycle paths on some of these same routes ⑪ .

The extension of Airport Road to meet Pittsboro Street will create a highly visible corner at the southwest intersection of Airport Road and North Columbia Street ⑫ . This should not be a filling station, but a structure of distinction (public or private), a park, or a combination of both.

Means designed to make it easy for people living in this part of Chapel Hill to reach the downtown and the University become at the same time means for getting conveniently from the downtown to an area such as Bolin Creek at the bottom of Airport Road. One border, at least, of this creek should be left as public open space ⑬ . A public easement along the creek or already existent sewer line could go as far upstream as Chapel Hill High School and as far downstream as the 15-501 bypass or even as far as the lands relating to the New Hope Reservoir.

A more close at hand area which is tied to the downtown in this alternative and seen serving as a picnic grounds type of area is the hilltop south of Bolin Creek near the end of Green Street ⑭ .

One of Chapel Hill's perennial problems is the need for fraternities and sororities to expand both their structures and their parking facilities. This alternative sees the possibility of a fraternity court for six or seven houses in the area, adjacent to the Central

Business District and to other fraternity developments, along the north side of Rosemary Street between the Telephone Exchange and the gully to the west of Hillsborough Street ⑮ . The feasibility of something of this sort over the years will depend upon other pressures for use of land in this area, but it may be that an organized complex using the whole of the area would be better than a random mixture of elements.

ALTERNATIVE B

A major factor in any of these alternatives is the nature of the future Central Business District. As a whole the district may expand or not expand, but even if it does expand it may or may not expand into the area of this study.

Where Alternative A envisions some concentrated expansion along Airport Road and Alternative C sees no expansion at all near the Central Business District, this alternative presumes the use of something like the present Limited Business zone in areas adjacent to the present Central Business District. A zone of this sort would allow office buildings but not trade and service businesses such as stores, restaurants, cleaners or filling stations. It might allow apartment development at a higher density than would multi-family zones for more outlying areas. Thus the bulk of new development is seen here as taking place within a quarter of a mile of Franklin Street, though it is not imagined that development further out will cease altogether, there being several major pieces of land in the area combining qualities which would make them desirable for development in some fashion regardless of the trend of development in the whole area.

Some of the specific points of Alternative B are elaborated below.

This alternative considers the possibility that no thoroughfare will be developed along Bolin Creek, leaving Franklin and Rosemary Streets to handle all east-west traffic from the general direction of Eastgate, and a widened Airport Road to handle only traffic going north-south.

With less reason to accentuate development along Airport Road, development is seen as being focused instead in a ring close to the present Central Business District. Rather than a straight spreading out of the Central Business District, however, much of this development is seen in the form of a transitional zone ① between the most commercial elements of the Central Business District and the older single-family residential areas. Primarily offices and fairly dense multi-family dwelling units, both with appropriate parking, would characterize this zone.

Instead of spreading out, trade and service establishments are visualized as being developed as part of a much more efficient use of the present Central Business District land area than is currently expected in communities the size of Chapel Hill. Without changing the character of Franklin Street itself, a compact and integrated grouping of shops, offices and parking would be created along Rosemary Street ② with many of the former possibly facing on an interior courtyard in the vicinity of what is presently the backs of many Franklin Street establishments.

The north side of Rosemary Street for a depth of two hundred feet, as presently zoned for business, is also seen as developing commercially ③ and integrating itself with the office and multi-family development directly on its north in the new transitional zone.

North Street is bent so as to meet Airport Road at a right angle ④ . It could be used as a main entrance to parking at the interior of both business blocks flanking Rosemary Street.

Turning off Airport Road for downtown parking at this point is not seen as the serious problem it might be, for the main thoroughfare is seen as following Airport Road up the hill to Stephens Street and there cutting across to eventually meet Pittsboro Street ⑤ . This is a concept of the thoroughfare once considered but not adopted.

Carr and Columbia Streets are shown as closed off for public traffic, though possibly existing for official use or access to parking, thus creating a large new block between North Columbia Street, this new main north-south thoroughfare, and Rosemary Street ⑥ .

The above block could be developed in the nature of a civic center, incorporating the present Town Hall, a new Town Hall, a community center, the present fire house, possibly a new post office /1, municipal parking and other government type functions at any level which might come to a community with the kind of growth Chapel Hill can expect in the coming years. That part of the area near Rosemary Street presently zoned commercial ⑦ might be the site of a motel or similar structure, being both on a main entrance to the downtown and essentially in the downtown itself.

Some residential development would surely continue further down the hill. This is shown as more multi-family development in the Northampton Terrace area, tying in to multi-family uses off Rosemary Street at Cottage and Friendly Lanes ⑧ . Such an increase in density might come in conjunction with a reserving of the ravine between here and Cobb Terrace as open space ⑨ .

Further on down Airport Road are shown examples of both RA-6 residential development on the undeveloped hilltop near the end of Green Street ⑩ , and a cluster development at RA-6 density on the rise of ground just to the south of (and uphill from) Bolin Heights ⑪ . The cluster is developed to concentrate the houses on small lots near the wooded land to the rear, leaving the grassy slopes of the hill and even the old rustic farm buildings for the common use and enjoyment of the residents, and as a pleasant break from the highway.

The difficult low strip west of Airport Road and opposite the abovementioned hill ⑫ is suggested as a possible fraternity court area, having few neighbors and room for parking. With the possible development of the University at the present airport site such a location might be a convenient one for such a use.

ALTERNATIVE C

Assuming that the Central Business District is limited to its present boundaries in the area under study, and that consequently the adjacent residential areas will generally continue to be maintained, this alternative looks for the emphasis on development to take place along a ring about a half mile from the business district, starting just beyond the older established and satisfactorily functioning residential areas and reaching out to Bolin Creek.

This concept allows the center of Chapel Hill to retain much of its traditional character of downtown business surrounded by pleasant, tree-shaded, single-family residential streets. The dense development is close enough to allow many to walk or bicycle in to the University or downtown if given any encouragement at all in the way of paths, and far enough out to make it most logical to avoid downtown Chapel Hill in making most auto trips to other parts of the town or the Research Triangle area.

1/ Since 1967, the decision has been made to locate this facility on Estes Drive.

Some of the specific points of Alternative C are elaborated below.

The feature of this alternative is the apartment development shown in most of the areas which are presently undeveloped between a quarter and three-quarters of a mile out from the Central Business District ① .

A thoroughfare along Bolin Creek ② links this development with Durham and the Eastgate area and, if extended on past 15-501 bypass to a new route 54, could also make an excellent tie to Raleigh and the Research Triangle Park.

Some changes in the street system are here envisioned for the area ③ , the nature of which would depend upon proposed multi-family layouts over the years.

The main north-south route is seen to continue to be, as at present, Airport Road tying in to North Columbia Street. Since this alternative envisions less new development where this route meets and passes through the Central Business District, it is felt that the four-laning of Airport Road plus some improvements on South Columbia Street near the Carolina Inn will be sufficient to handle traffic needs.

Contributing to this feeling is a proposed extension of Church Street to meet the road coming up from Bolin Creek thoroughfare to the west end of Longview Street ④ . This would eliminate an awkward hitch traffic must now take at the top of the hill, and at the same time provide a means to come up from the Bolin Creek thoroughfare heading for West Franklin Street or for nearby Carrboro without competing with University bound traffic.

It is imagined that such an extension of Church Street would lead to an upgrading of the street itself and probably to some multi-family development there ⑤ .

One possibility is that the Central Business District could be extended to the north along at least one side of Church Street ⑥ , while avoiding a similar creeping of business down Airport Road where it could mar a major entrance to town and make the traffic problem difficult.

The Central Business District is seen as developing in a series of new commercial and office type establishments with required parking to the extent of the availability of land. As suggested by the possible extension of the district along Church Street this might necessitate extension of the Central Business District in several places, but the linear east-west development along Franklin and Rosemary Streets is envisioned as the predominating theme ⑦ .

A new town hall is envisioned below the present one on North Columbia Street and at the head of the line of vision up Airport Road ⑧ . /1

A community center occupies the town land behind the fire station along with a public garden ⑨ .

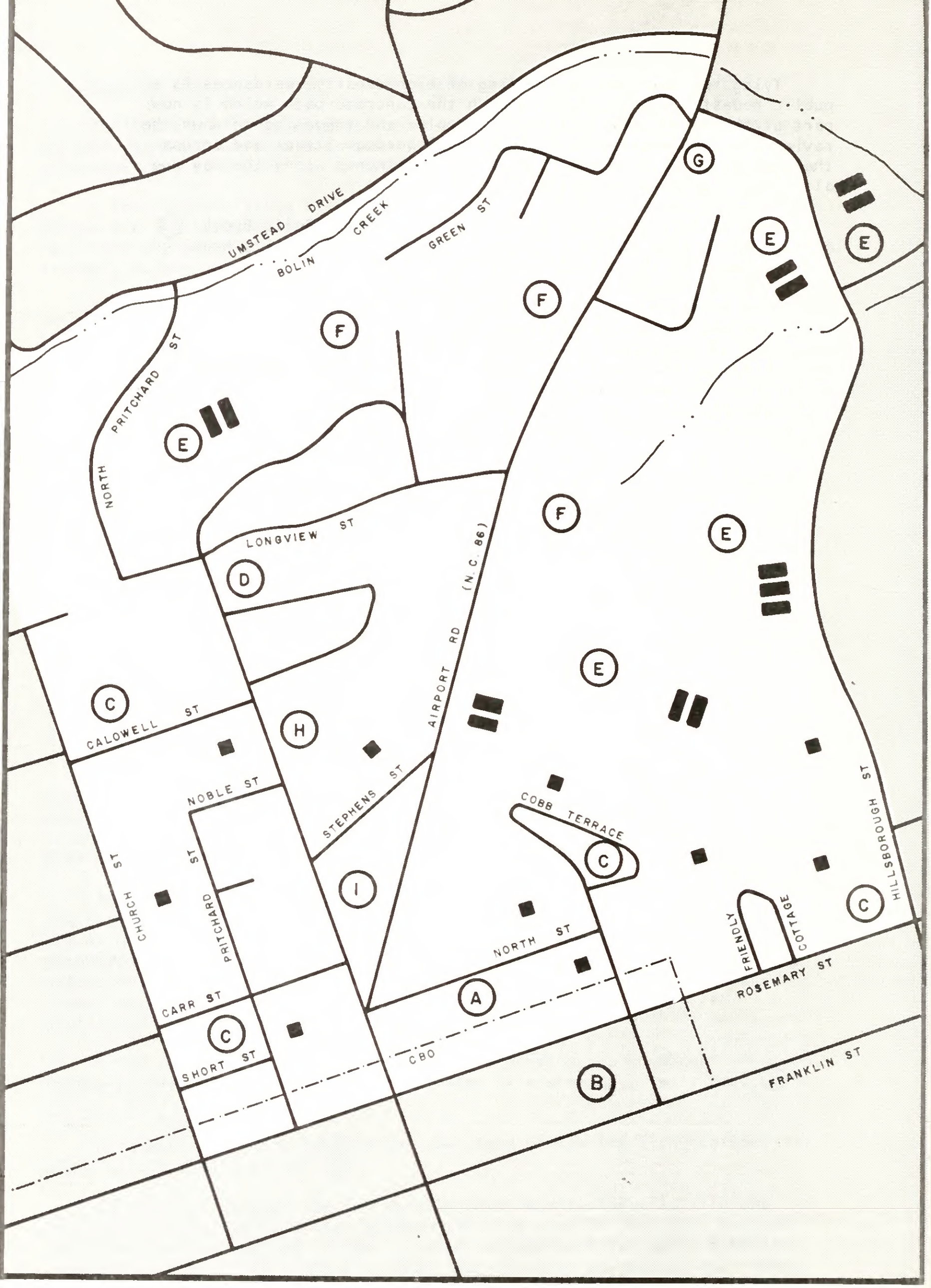
As a buffer between the new heavily developed residential ring and the older single-family houses between the ring and the downtown, an open space has been maintained in the low land between Cobb Terrace and Northampton Apartments ⑩ , which is also seen to serve as recreational land for the community as a whole.

1/ Plans are moving ahead in 1969 for a new Town Hall elsewhere.

Tying the downtown to the ring of high density residences is a public pedestrian path starting with the concrete path which is now part of the Northampton Apartments complex and traveling on down the ravine past the apartments on lower Hillsborough Street and across that street to Bolin Creek ⑪ . New apartments along the way are all tied in to this wooded path.

This path is also tied in to open space along Bolin Creek ⑫ , a space which also serves as a buffer between high density housing and the homes in the Colonial Heights area.

With something of a buffer between such a high density residential area and the Central Business District, it is foreseen that an extension of the shopping facilities now available (or soon to be available) in the area at the lower slope of Airport Road might be desirable. The west side of Airport Road at this point might feature such establishments as a motel and a variety of shops to round out the selection available across the street ⑬ .


UMSTEAD DRIVE
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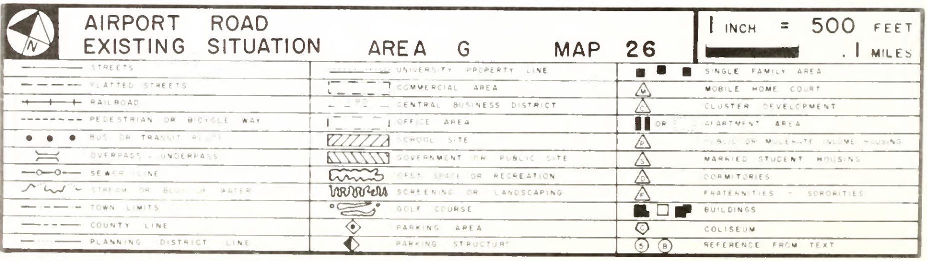
AIRPORT ROAD EXISTING SITUATION AREA G MAP 26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1 INCH = 500 FEET
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STREETS
PLATTED STREETS
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PEDESTRIAN OR BICYCLE WAY
BUS OR TRANSIT ROUTE
OVERPASS - UNDERPASS
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SCREENING OR LANDSCAPING
GOLF COURSE
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PARKING STRUCTURE
SINGLE FAMILY AREA
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OR
APARTMENT AREA
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MARRIED STUDENT HOUSING
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FRATERNITIES - SORORITIES
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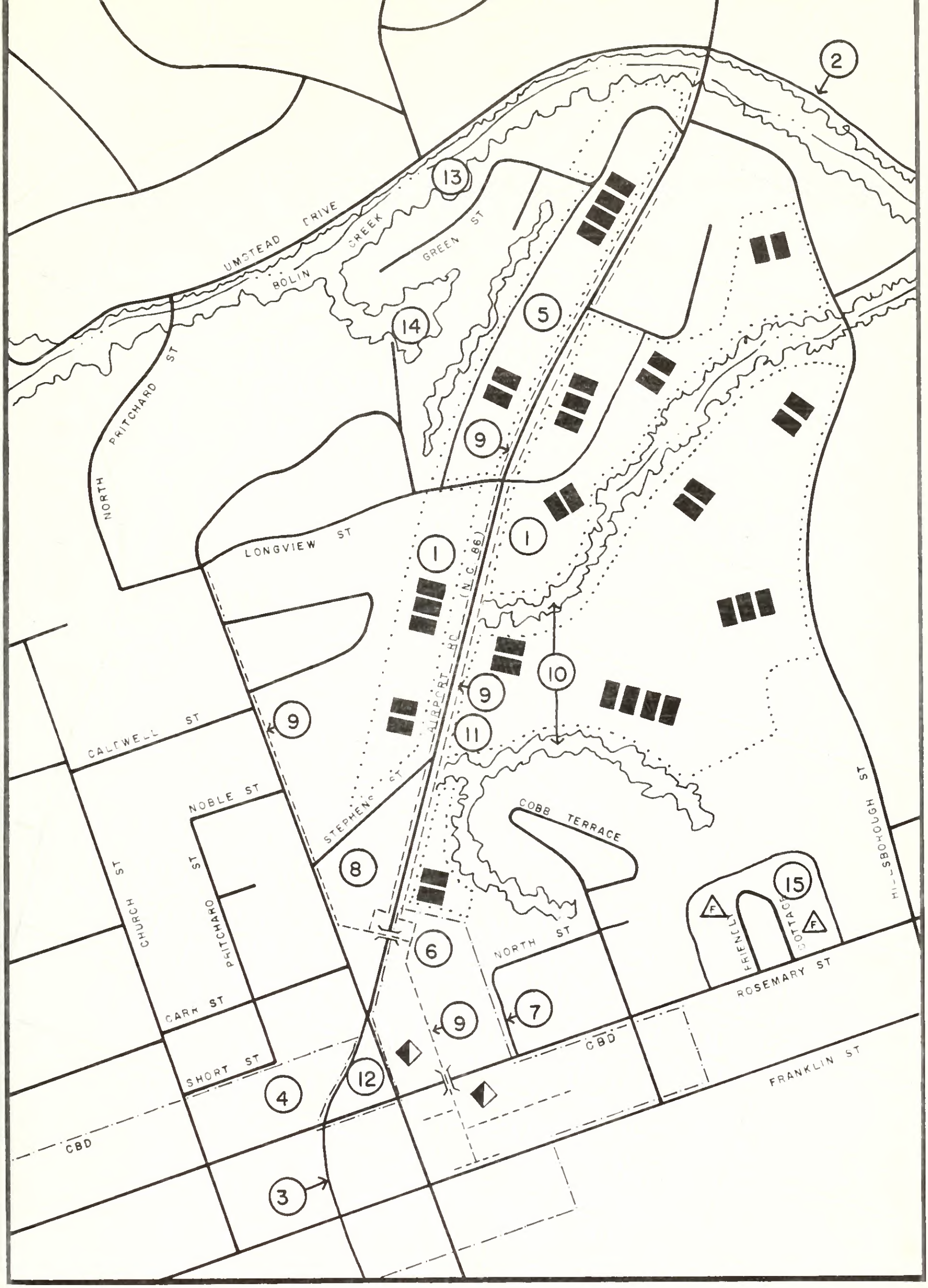
REFERENCE FROM TEXT


UMSTEAD DRIVE
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LONGVIEW ST
AIRPORT RD (N.C. 86)
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NOBLE ST
STEPHENS ST
CHURCH ST
PRITCHARD ST
CARR ST
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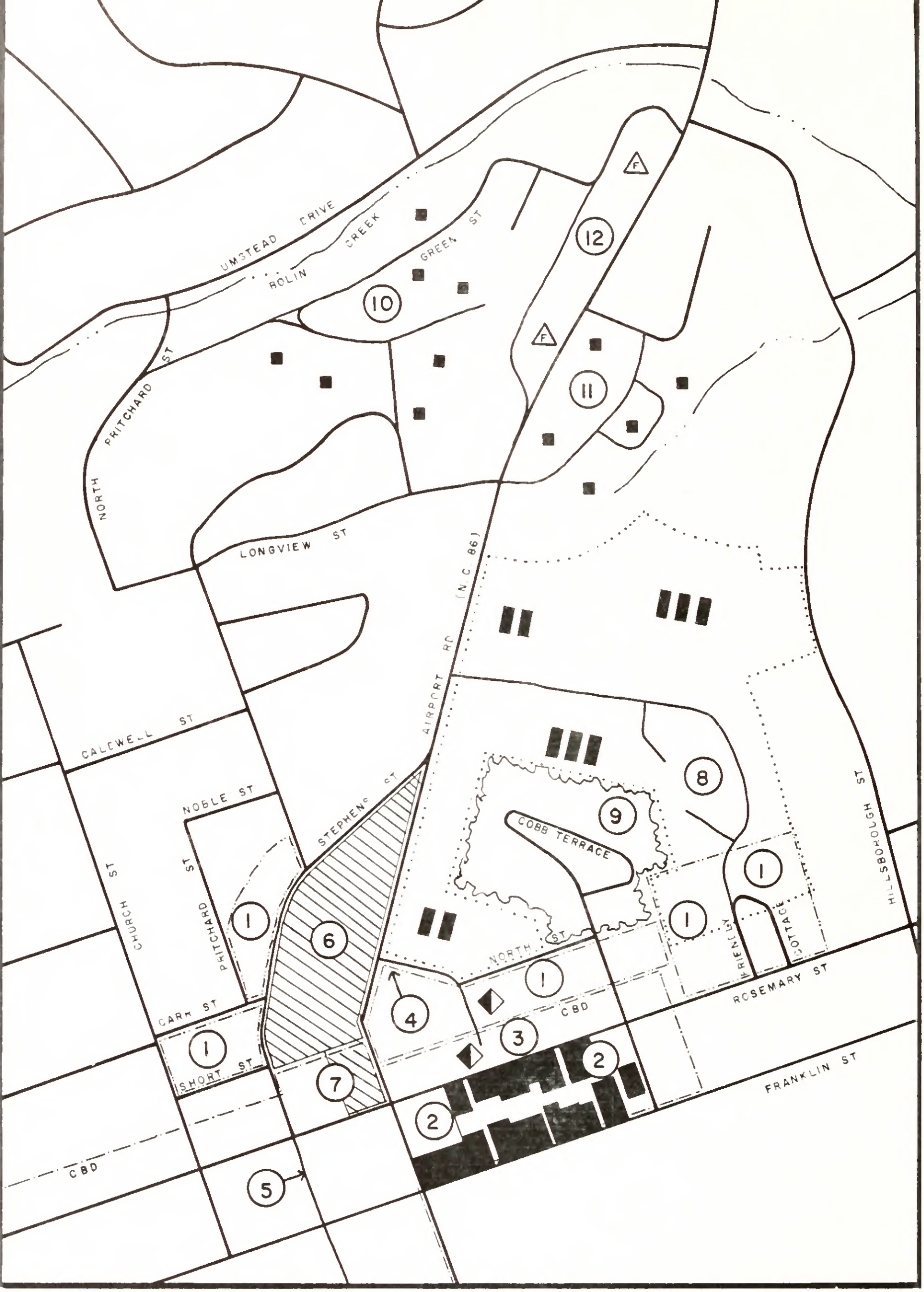
AIRPORT ROAD ALTERNATIVE A AREA G MAP 27

1 INCH = 500 FEET
.1 MILES

- STREETS
- PLATTED STREETS
- RAILROAD
- PEDESTRIAN OR BICYCLE WAY
- ● ● ● BUS OR TRANSIT ROUTE
- OVERPASS - UNDERPASS
- SEWER LINE
- STREAM OR BODY OF WATER
- TOWN LIMITS
- COUNTY LINE
- PLANNING DISTRICT LINE
- UNIVERSITY PROPERTY LINE
- COMMERCIAL AREA
- CBD CENTRAL BUSINESS DISTRICT
- OFFICE AREA
- ▨ SCHOOL SITE
- ▨ GOVERNMENT OR PUBLIC SITE
- OPEN SPACE OR RECREATION
- SCREENING OR LANDSCAPING
- GOLF COURSE
- PARKING AREA
- PARKING STRUCTURE
- ■ ■ ■ SINGLE FAMILY AREA
- M MOBILE HOME COURT
- C CLUSTER DEVELOPMENT
- OR APARTMENT AREA
- P PUBLIC OR MODERATE INCOME HOUSING
- S MARRIED STUDENT HOUSING
- D DORMITORIES
- F FRATERNITIES - SORORITIES
- ■ □ BUILDINGS
- C COLISEUM
- ⑤ Ⓑ REFERENCE FROM TEXT


UMSTEAD DRIVE
BOLIN CREEK
GREEN ST
NORTH PRITCHARD ST
LONGVIEW ST
AIRPORT RD (N.C. 86)
CALDWELL ST
NOBLE ST
CHURCH ST
PRITCHARD ST
STEPHENS ST
CARR ST
SHORT ST
NORTH ST
COBB TERRACE
CBD
ROSEMARY ST
FRANKLIN ST
FRIENDLY
COTTAGE
HILLSBOROUGH ST
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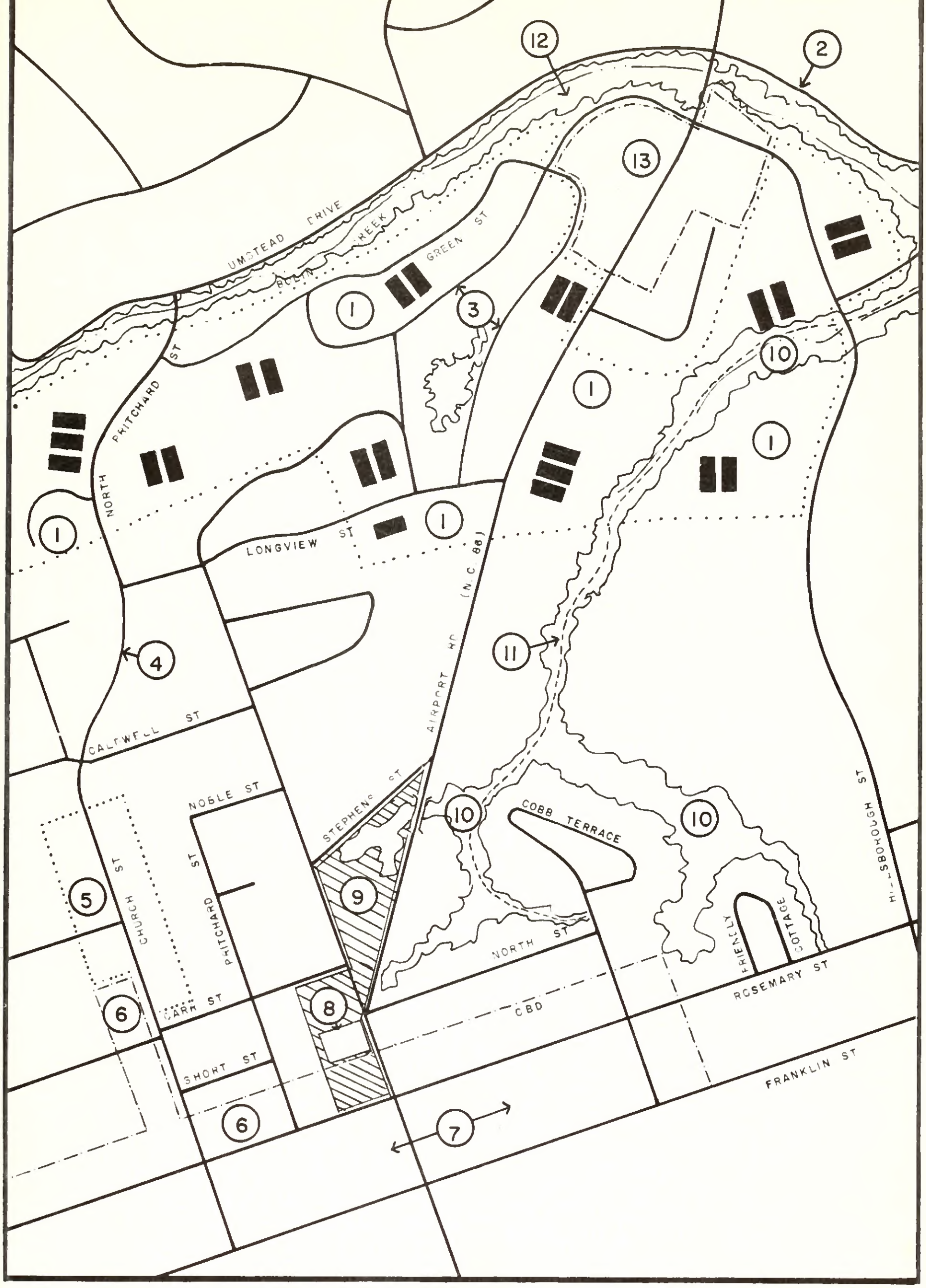
AIRPORT ROAD ALTERNATIVE B AREA G MAP 28

1 INCH = 500 FEET

.1 MILES

———	STREETS	········	UNIVERSITY PROPERTY LINE	■ ■ ■	SINGLE FAMILY AREA
— — —	PLATTED STREETS	▭	COMMERCIAL AREA	△M	MOBILE HOME COURT
—+—+—	RAILROAD	— CBD —	CENTRAL BUSINESS DISTRICT	△C	CLUSTER DEVELOPMENT
- - - - -	PEDESTRIAN OR BICYCLE WAY	▭	OFFICE AREA	▮▮ OR ▭	APARTMENT AREA
● ● ●	BUS OR TRANSIT ROUTE	▨	SCHOOL SITE	△P	PUBLIC OR MODERATE INCOME HOUSING
)(	OVERPASS – UNDERPASS	▧	GOVERNMENT OR PUBLIC SITE	△S	MARRIED STUDENT HOUSING
—o—o—	SEWER LINE	～	OPEN SPACE OR RECREATION	△D	DORMITORIES
～	STREAM OR BODY OF WATER	～	SCREENING OR LANDSCAPING	△F	FRATERNITIES – SORORITIES
—·—·—	TOWN LIMITS	～	GOLF COURSE	■ □ ■	BUILDINGS
—··—··—	COUNTY LINE	◈	PARKING AREA	⬡C	COLISEUM
—···—	PLANNING DISTRICT LINE	◆	PARKING STRUCTURE	⑤ (B)	REFERENCE FROM TEXT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UMSTEAD DRIVE
BOLIN CREEK
GREEN ST
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NORTH PRITCHARD ST
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1
LONGVIEW ST
AIRPORT RD (N.C. 86)
11
4
CALDWELL ST
NOBLE ST
STEPHENS ST
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COBB TERRACE
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HILLSBOROUGH ST
5
CHURCH ST
PRITCHARD ST
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NORTH ST
FRIENDLY
COTTAGE
ROSEMARY ST
CARR ST
8
CBD
6
SHORT ST
6
7
FRANKLIN ST

AIRPORT ROAD
ALTERNATIVE C AREA G MAP 29

1 INCH = 500 FEET
.1 MILES

———	STREETS	┈┈┈	UNIVERSITY PROPERTY LINE	■ ■ ■	SINGLE FAMILY AREA
— — —	PLATTED STREETS	⌜ ⌝	COMMERCIAL AREA	△M	MOBILE HOME COURT
+—+—+	RAILROAD	— CBD —	CENTRAL BUSINESS DISTRICT	△C	CLUSTER DEVELOPMENT
- - - -	PEDESTRIAN OR BICYCLE WAY	⌜ ⌝	OFFICE AREA	▮▮ OR ⬚	APARTMENT AREA
● ● ●	BUS OR TRANSIT ROUTE	▨	SCHOOL SITE	△P	PUBLIC OR MODERATE INCOME HOUSING
)(	OVERPASS - UNDERPASS	▧	GOVERNMENT OR PUBLIC SITE	△S	MARRIED STUDENT HOUSING
—o—o—	SEWER LINE	～	OPEN SPACE OR RECREATION	△D	DORMITORIES
∿	STREAM OR BODY OF WATER	≋	SCREENING OR LANDSCAPING	△F	FRATERNITIES - SORORITIES
—·—·—	TOWN LIMITS	○	GOLF COURSE	■ □ ■	BUILDINGS
—··—	COUNTY LINE	◈	PARKING AREA	⬡C	COLISEUM
—┈—	PLANNING DISTRICT LINE	◆	PARKING STRUCTURE	⑤ Ⓑ	REFERENCE FROM TEXT

AREA H EAST CHAPEL HILL

(Set of alternatives as originally presented on January 16, 1968)

That area on both sides of East Franklin Street from Hillsborough Street to Estes Drive, generally extending north as far as Bolin Creek and south as far as Battle Park and the Greenwood area.

EXISTING SITUATION

This area is at present primarily a mixture of residential development Ⓐ and undeveloped land Ⓑ , the major exceptions being those commercial establishments on the north side of East Franklin Street between Elizabeth Street and Bolin Creek Ⓒ , including a restaurant, an antique shop, a veterinarian, a professional building and a drive-in grocery.

The area sits astride the major entrance road to Chapel Hill Ⓓ .

THE ALTERNATIVES

All these alternatives envisage the area as remaining basically residential with, at most, the addition of a small commercial area to serve an area of concentrated residential density. The basic differences in alternatives are found in the nature and location of residential development and of the road and open space systems which serve them.

ALTERNATIVE A

Alternative A accepts the Thoroughfare Plan as adopted in 1965, the features of it which affect this area being the extension of East Rosemary Street east ① to meet Franklin Street near Louise Street, the linking of Umstead Drive to East Franklin Street and Estes Drive by a major road along Bolin Creek ② , and the connector between this new thoroughfare and Manning Drive by way of Boundary Street ③ . This system of street changes, directed at improving town-wide circulation patterns and permitting the bypassing of the downtown area when desired, would also have a major effect on the future character of areas into which it penetrates.

The Bolin Creek Thoroughfare is seen as linking as efficiently as possible Airport Road and areas to its west with Estes Drive and U.S. 15-501 Bypass, even though this would probably entail much greater expense than a less efficient link in the area of its intersection with East Franklin Street near Bolin Creek ④ . Alternative B will propose a less expensive linkage in this area, but one which will add forever thereafter to the number of turning movements, making it less likely that this new road will alleviate traffic problems on Estes Drive and on East Franklin Street. With the likelihood of an extension of Estes Drive to the east into what will probably be densely developed parts of Durham County, a solution which would direct traffic with greater ease to Airport Road (N.C. 86) by way of the new Bolin Creek Thoroughfare rather than the old part of Estes Drive would be extremely advantageous. Alternative A presents such a solution, though in the face of the fact that new developments continue to take place which make this solution less and less feasible and/or more and more expensive (Chapel Hill should take care in the future not to commercially rezone land which lies in the way of elements of the Town's Thoroughfare Plan).

Regardless of the way in which a Bolin Creek Thoroughfare is joined with Estes Drive and East Franklin Street, its existence along the creek is seen in this alternative as a spur to the development of higher density residential units on that land adjacent to it and lying high enough to avoid problems of flooding ⑤ .

The extension of Boundary Street to Bolin Creek would open up about forty acres of hitherto untouched land ⑥ . The combination of this being a major street, of it opening up new land, and of that land being extremely near the downtown and the campus suggests its development at rather high densities to meet the need for providing housing near the campus. It is very likely that the new road and apartments in this new area would work to change the residential character of other land between Boundary Street and Hillsborough Street ⑦ also in the direction of greater density. The possible result of this set of developments is shown in Alternative A as a relatively densely developed corridor with Boundary Street and its extensions on its east, Hillsborough and Battle Streets on its west, and running from Battle Park on the south to Bolin Creek on the north. This is approximately sixty-eight usable acres (streets not included) which, at a density of 15 dwelling units per acre would house about three thousand persons. The area presently houses about four hundred persons.

The other Thoroughfare Plan element is the extension of Rosemary Street east to meet East Franklin Street near Louise Street, approximately just below the series of bends in the latter street. This new street opens up much less potentially developable land than do the others just discussed in Alternative A. In addition, the nature of the terrain in this area and the quantity of dense development envisioned much closer to the campus suggest that what development does take place in this area should be in single-family homes, not unlike the present development of the surrounding area. Some additional development of local street and single-family homes ⑧ between this extension of Rosemary Street and Bolin Creek could also take place, and the possibility that these areas would be tied to the new Bolin Creek Thoroughfare by a street ⑨ which would serve the area but would not be conducive to through traffic is shown in this alternative.

Rosemary and Franklin Streets are seen here as one-way streets (Rosemary west and Franklin east). This would probably require the construction of an access from Franklin Street to Rosemary Street east of Boundary Street ⑩ . In addition, it could affect the nature of the land use in those blocks between the two one-way streets. While studies of the Central Business District have led to little justification for its extension eastward, the high population shown near Hillsborough Street and Boundary Street in this alternative has led to the inclusion of a small neighborhood shopping area between the two one-way streets in the block between Hillsborough Street and Boundary Street ⑪ . To minimize the degree to which this would change the general character of this part of Chapel Hill it has been shown in a mid-block location.

This block may also lend itself to uses of a community service nature. In addition to the already existing Town Library this alternative shows a possible YMCA facility, or something of a similar nature ⑫ .

The population envisioned within this study area by Alternative A, even when it is realized that much of it would be composed of unmarried graduate students, would provide about enough children of elementary school age to require a school facility. While recent construction of schools has been near the edge of town, in the newly developed areas, the possibility that older areas of Chapel Hill, much closer to the center might develop at much greater densities in the near future makes consideration of an additional school nearer to the center of town important. While acquisition in the near future of suitable land for this purpose may pose problems, they would be much less than those which would exist after central areas had developed to the high densities suggested here. A possible site between denser multi-family areas and the single-family home areas, and one enjoying good access, has been sketched into Alternative A ⑬ .

The final concern in this alternative is with open space areas. Because of the more intensive use of the land in this alternative, smaller neighborhood type parks or playgrounds have been emphasized ⑭ , although Battle Park remains, as well as the Town's open space below Glendale, and some open space is seen as being maintained along Bolin Creek in connection with the development of the thoroughfare there.

ALTERNATIVE B

Alternative B repeats the Bolin Creek Thoroughfare depicted in Alternative A, but avoids the difficulties of intersecting East Franklin Street at Bolin Creek by following the topographically easiest path to Estes Drive, meeting it some 200 feet west of Franklin Street ① . Some disadvantages of this arrangement in terms of direct access from the area of U.S. 15-501 Bypass to the area of N.C. 86 was referred to in the discussion of Alternative A.

The other major road addition proposed in this alternative, and not one found in the Thoroughfare Plan, is the extension of East Rosemary Street down to this road along Bolin Creek ② , following the topography rather than cutting across the contours as would be necessary to extend it to meet East Franklin Street.

As in Alternative A the creation of a major road in the Bolin Creek area is seen as coming in conjunction with the development of apartment complexes. While these may again develop near the lower part of the Rosemary Street extension ③ , areas nearer the upper part of this extension such as those near Tenney Circle, Carolina Avenue and East Franklin Street where it approaches Boundary Street ④ are seen as continuing in the tradition of single-family homes.

Although not opened up by a major new road, as in Alternative A, the area east of Hillsborough Street and north of North Street ⑤ is visualized as eventually converting to residential use. Some form of cluster or townhouse development is foreseen as a means of taking advantage of the nearness to downtown of this area for meeting pressing residential needs while at the same time preserving much of the natural condition of the area.

A part of the problem of finding adequate amounts of housing for students within fairly easy reach of the University, and of the various types necessary to meet the needs of a mixed student body, is the problem of the fraternities and sororities. Few can expand on their present sites and at the same time provide for required parking on the site. While there may be disadvantages to having fraternities near the downtown there is also an advantage to having 40 or 50 students who can walk to classes when the alternative is having the same 40 or 50 students driving into the University and downtown areas from more remote areas. In this alternative the possibility of opening up additional areas to fraternity use is seen as a possible solution to their expansion problems, the areas suggested being the several blocks lying west of Boundary Street and located between North Street and Country Club Road ⑥ .

A final and major feature of Alternative B is a system of open space and recreational facilities.

There is nothing to indicate that Chapel Hill will not continue to grow even well beyond the period of 10 to 15 years hence to which these alternatives address themselves. Undeveloped and scenic areas, taken for granted and generally unappreciated at one stage of a community's growth, become valuable assets as development continues. Since open space doesn't become fully appreciated until just about the time that it becomes impossible to acquire or create, the effort should be made from the start to maintain what open space a community feels it will need at some future time. This alternative supposes that the Town of Chapel Hill will have acquired and maintained a continuous strip of open space running from the University's land at Battle Park along the brook to the Town's open space in Greendale, across to the site of the Town's present treatment plant on Bolin Creek and thence up the creek to Airport Road and beyond ⑦ . It is anticipated that a path or trail would extend the length of this open space and that where, along Bolin Creek, it might be necessary to cross the new thoroughfare the crossing would be made by having the path join the creek in passing beneath the road ⑧ . Small extensions of this path might reach up into some of the nearby residential areas ⑨ . Between Burlage Circle and Lone Pine Road an additional linkage by means of a bicycle path is envisioned ⑩ , with a spur tying in to the Mount Bolus area.

With the eventual construction of a larger sewer treatment facility further downstream, the Town's property between Plant Road and Bolin Creek ⑪ is seen as being converted to recreational uses, including indoor as well as outdoor facilities. It is now physically, if not legally, possible to walk along Bolin Creek from U.S. 15-501 Bypass all the way to Chapel Hill High School and Homestead Road and only twice cross a road, since two of the four intersecting roads do so by means of a bridge. Assuming, as does this alternative, that future road crossings of Bolin Creek will not create a barrier to this movement, this new recreation area would then have an unobstructed pedestrian connection to the Umstead recreation area about two miles away, an accomplishment which will gain in significance over the years.

ALTERNATIVE C

In Alternative C the extension of East Rosemary Street parallels East Franklin Street considerably further than in Alternative A, not joining the latter until just north of Bolin Creek at what is now the entrance to Meadow Brook Drive ① . The result is similar to that achieved in Alternative B except that, since no thoroughfare along Bolin Creek is shown here, the route is traversed smoothly with no right or left hand turns needed. While these could be simply two parallel two-way roads entering the downtown area, the fact that the original basis for extending Rosemary Street arose in part out of the concept of making Rosemary and Franklin Streets one-way streets leads this alternative to investigate the feasibility of continuing the one-way pattern all the way to their juncture at the creek. The advantage in terms of traffic engineering at this juncture itself is obvious. Elsewhere, however, the extended one-way pattern demands connections between the two streets. These connecting streets are shown as an improved and extended Elizabeth Street ② , an extended and somewhat altered Louise Street ③ , and an extension of Glendale Drive ④ . The Louise Street extension becomes an extension of Weaver Road which is shown leading from the Greenwood area to Roosevelt Drive and on to Louise Street.

An area between two one-way streets as described above would be subject to unusual conditions and might be expected to develop somewhat differently from other nearby areas. Primarily the new road is seen as leading to, or coming along with, the development of apartment complexes ⑤ . Where these lie between the one-way streets, and where topography will permit, these complexes may be sufficiently large to have outlets on both streets. Where topography may discourage the creation of a through street, it may sometimes allow an internal connecting system.

On East Franklin Street, between Boundary Street and Roosevelt Drive, and particularly on the north side of the street, there are a number of fairly large older houses. These presently contribute to an approach to Chapel Hill of considerable character. There may, however, come a time when the individual property owners will not find it feasible to maintain these homes. Many of these lots may be large enough to permit a number of apartment units. Another possibility shown here, however, is the adaptation of some of these to fraternity use, including the possibility of a fraternity court connecting Franklin and Rosemary Streets and combining new structures with some of these older structures.⑥ .

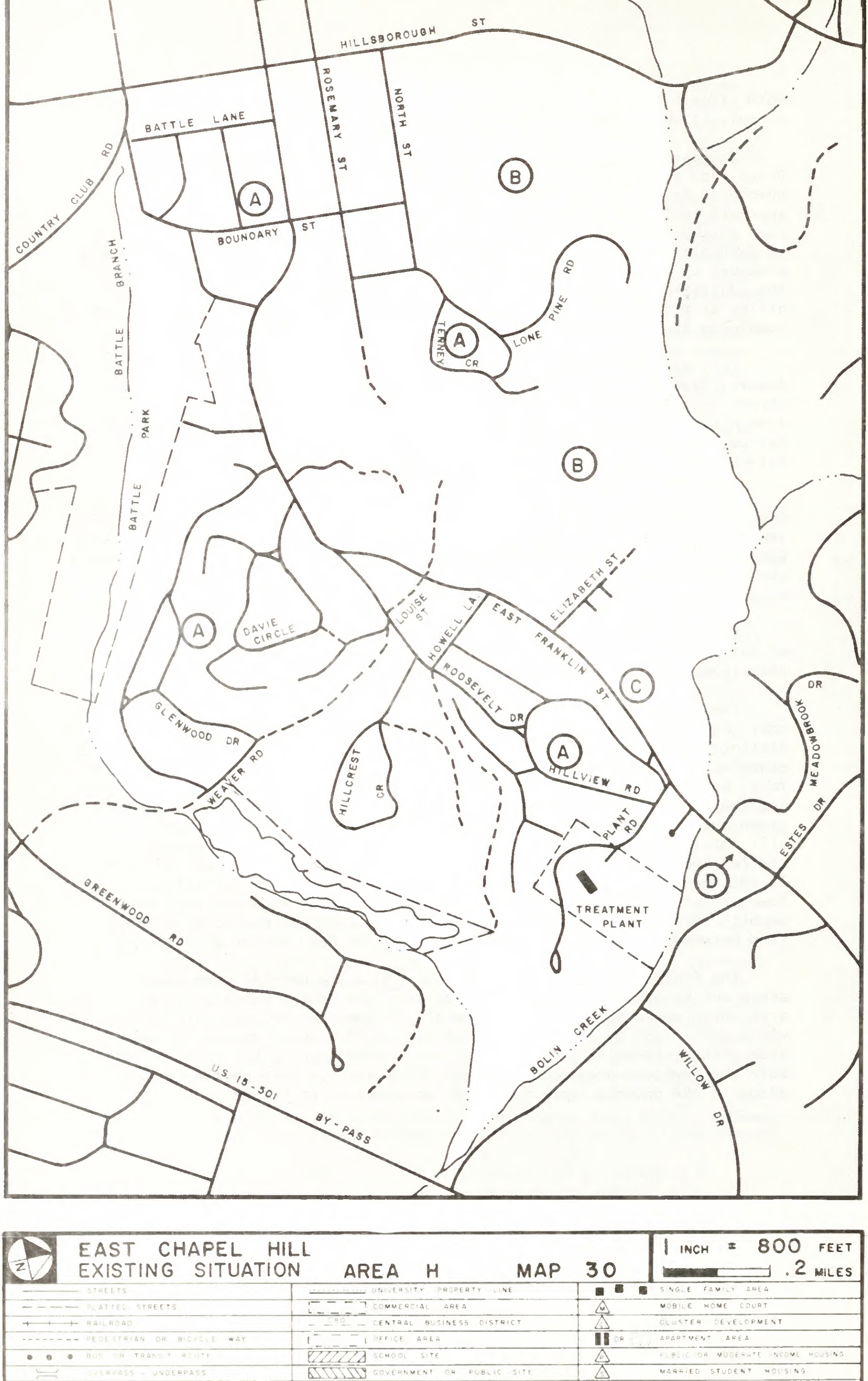
This alternative also shows the Thoroughfare Plan link between Country Club Road and Boundary Street ⑦ , but no extension of Boundary Street to the north. This makes it possible to reach the downtown area from N.C. 54 or Manning Drive without passing through the campus and its narrow, pedestrian filled streets, but it does not make the direct tie between these roads and Airport Road (N.C. 86) heading north.

In tending to eliminate through traffic in the vicinity of the Cameron Avenue-Raleigh Street intersection, the above street also increases the feasibility of increasing the campus oriented use of the blocks between Boundary Street and Battle Lane ⑧ . This alternative sees this increased use primarily taking the form of student dormitories, either for girls or as a new mixed residential college.

As in Alternative B, it is suggested that in crossing the west end of Battle Park, the new street allows for a pedestrian underpass ⑨ so that isolation of the park from the campus be kept to a minimum.

The sudden transition from developed land to undeveloped land - land that gives the impression of being almost wilderness, has been one of the distinctive features of Chapel Hill. The area under study offers frequent examples of this sense of being rather remote from civilization while, in fact, being very close to it. Most notable contributors to this situation are the "circles" (Tenney, Hillcrest, Davie, etc.), which in general have grown out of the topography of Chapel Hill. It may be that Chapel Hill will not feel it can afford the luxury of allowing what must become a smaller and smaller proportion of its population the advantages of being in the town and in the country at the same time. This alternative, however, proposes an extension of the possibilities to enjoy such an amenity through the creation of a new "circle" on the extension of high land between Hillsborough Street and Lone Pine Road (Coker Circle?) ⑩ .

The flatter land near Bolin Creek ⑪ would provide open space above and beyond that already held by the Town or the University, an area which would be accessible from the Rosemary Street extension which would pass right by it. This new street could be provided on its west side with a sidewalk, and possibly even a bike path ⑫ , leading from both the downtown area and the Estes Drive area to this park area, and also, in the process connecting the two areas to each other.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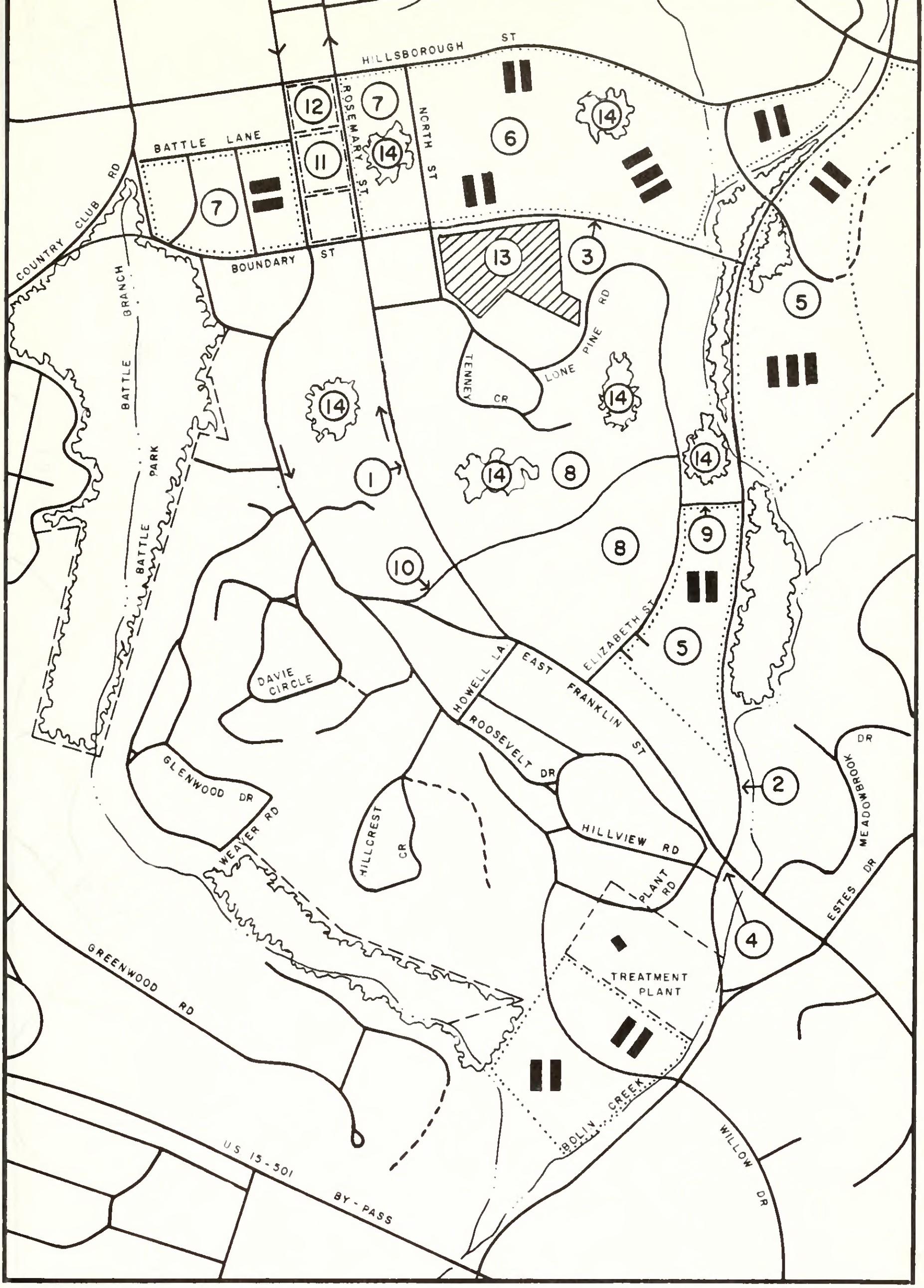
BATTLE LANE
ROSEMARY ST
NORTH ST
COUNTRY CLUB RD
BOUNDARY ST
BATTLE BRANCH
BATTLE PARK
TENNEY CR
LONE PINE RD
DAVIE CIRCLE
GLENWOOD DR
WEAVER RD
LOUISE ST
HOWELL LA
EAST FRANKLIN ST
ELIZABETH ST
ROOSEVELT DR
HILLVIEW RD
HILLCREST CR
PLANT RD
TREATMENT PLANT
MEADOWBROOK DR
ESTES DR
GREENWOOD RD
U.S. 15-501 BY-PASS
BOLIN CREEK
WILLOW DR
A
B
C
D

EAST CHAPEL HILL
EXISTING SITUATION AREA H MAP 30

1 INCH = 800 FEET
.2 MILES

STREETS	UNIVERSITY PROPERTY LINE	SINGLE FAMILY AREA
PLATTED STREETS	COMMERCIAL AREA	MOBILE HOME COURT
RAILROAD	CENTRAL BUSINESS DISTRICT	CLUSTER DEVELOPMENT
PEDESTRIAN OR BICYCLE WAY	OFFICE AREA	APARTMENT AREA
BUS OR TRANSIT ROUTE	SCHOOL SITE	PUBLIC OR MODERATE INCOME HOUSING
OVERPASS – UNDERPASS	GOVERNMENT OR PUBLIC SITE	MARRIED STUDENT HOUSING
SEWER LINE	OPEN SPACE OR RECREATION	DORMITORIES
STREAM OR BODY OF WATER	SCREENING OR LANDSCAPING	FRATERNITIES – SORORITIES
TOWN LIMITS	GOLF COURSE	BUILDINGS
COUNTY LINE	PARKING AREA	COLISEUM
PLANNING DISTRICT LINE	PARKING STRUCTURE	REFERENCE FROM TEXT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BATTLE LANE
ROSEMARY ST.
NORTH ST
COUNTRY CLUB RD
BOUNDARY ST
BATTLE BRANCH
BATTLE PARK
TENNEY CR
LONE PINE RD
DAVIE CIRCLE
HOWELL LA.
EAST FRANKLIN ST
ELIZABETH ST
ROOSEVELT DR
GLENWOOD DR
WEAVER RD
HILLCREST CR
HILLVIEW RD
PLANT RD
TREATMENT PLANT
MEADOWBROOK DR
ESTES DR
GREENWOOD RD
US 15-501 BY-PASS
BOLIN CREEK
WILLOW DR
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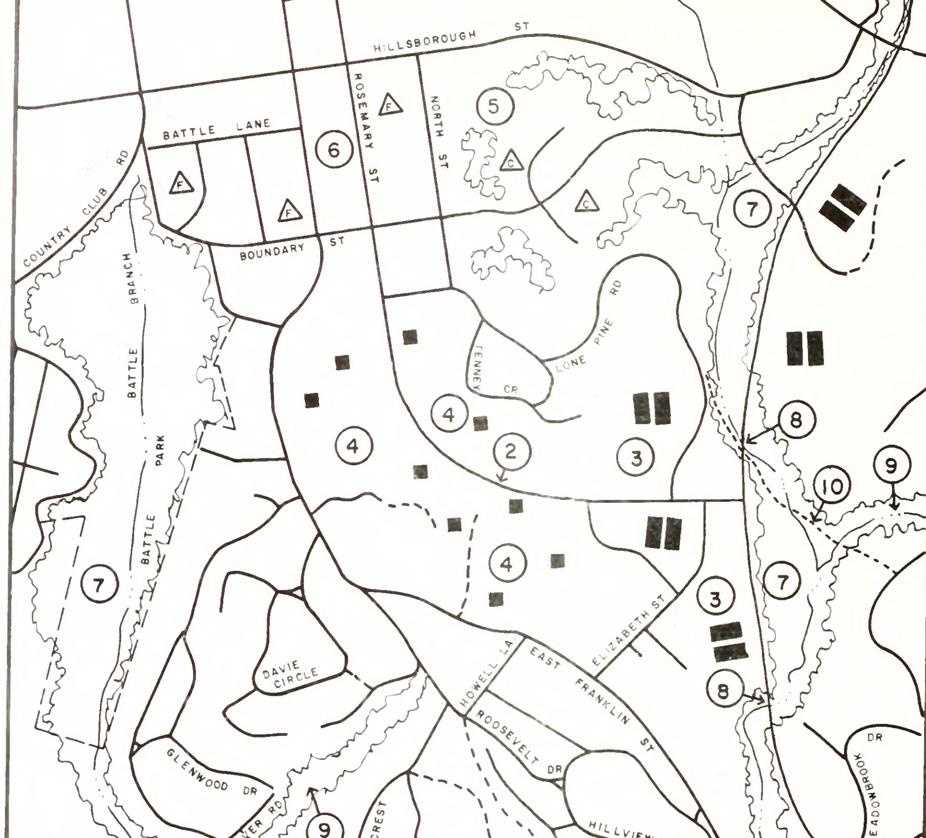
EAST CHAPEL HILL
ALTERNATIVE A AREA H MAP 31

1 INCH = 800 FEET
.2 MILES

———	STREETS	········	UNIVERSITY PROPERTY LINE	■ ■ ■	SINGLE FAMILY AREA
— — —	PLATTED STREETS	▭	COMMERCIAL AREA	Ⓜ	MOBILE HOME COURT
—+—+—	RAILROAD	CBD	CENTRAL BUSINESS DISTRICT	Ⓒ	CLUSTER DEVELOPMENT
- - - -	PEDESTRIAN OR BICYCLE WAY	▭	OFFICE AREA	▮▮ OR ▨	APARTMENT AREA
● ● ●	BUS OR TRANSIT ROUTE	▨	SCHOOL SITE	Ⓟ	PUBLIC OR MODERATE INCOME HOUSING
⌣⌢	OVERPASS - UNDERPASS	▨	GOVERNMENT OR PUBLIC SITE	Ⓢ	MARRIED STUDENT HOUSING
—o—o—	SEWER LINE	～	OPEN SPACE OR RECREATION	Ⓓ	DORMITORIES
～	STREAM OR BODY OF WATER	～	SCREENING OR LANDSCAPING	Ⓕ	FRATERNITIES - SORORITIES
—·—·—	TOWN LIMITS	～	GOLF COURSE	■ □ ■	BUILDINGS
—··—	COUNTY LINE	◈	PARKING AREA	Ⓒ	COLISEUM
—···—	PLANNING DISTRICT LINE	◆	PARKING STRUCTURE	⑤ ⑧	REFERENCE FROM TEXT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BOUNDARY ST
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BATTLE PARK
TENNEY CR
LONE PINE RD
DAVIE CIRCLE
GLENWOOD DR
WEAVER RD
HILLCREST CR
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ELIZABETH ST
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HILLVIEW RD
PLANT RD
MEADOWBROOK DR
ESTES DR
GREENWOOD RD
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BOLIN CREEK
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EAST CHAPEL HILL ALTERNATIVE B

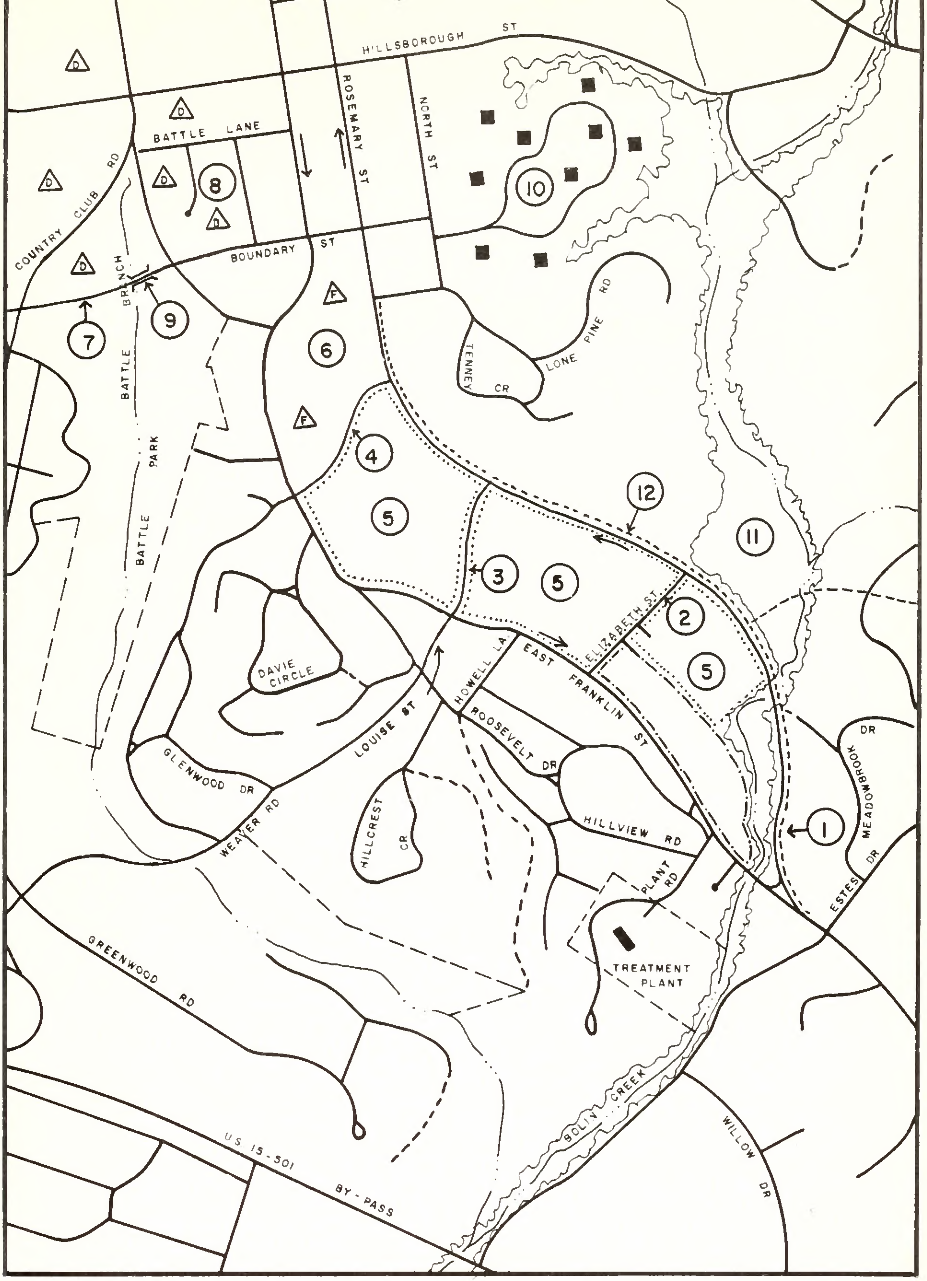
AREA H

MAP 32

1 INCH = 800 FEET

.2 MILES

———	STREETS		UNIVERSITY PROPERTY LINE	■ ■ ■	SINGLE FAMILY AREA
— — —	PLATTED STREETS		COMMERCIAL AREA	M	MOBILE HOME COURT
—+—+—	RAILROAD	CBD	CENTRAL BUSINESS DISTRICT	C	CLUSTER DEVELOPMENT
- - - - -	PEDESTRIAN OR BICYCLE WAY		OFFICE AREA	▮▮ OR ⬚	APARTMENT AREA
● ● ●	BUS OR TRANSIT ROUTE	▨	SCHOOL SITE	P	PUBLIC OR MODERATE INCOME HOUSING
	OVERPASS - UNDERPASS	▧	GOVERNMENT OR PUBLIC SITE	S	MARRIED STUDENT HOUSING
—o—o—	SEWER LINE		OPEN SPACE OR RECREATION	D	DORMITORIES
	STREAM OR BODY OF WATER		SCREENING OR LANDSCAPING	F	FRATERNITIES - SORORITIES
	TOWN LIMITS		GOLF COURSE	■ □	BUILDINGS
	COUNTY LINE		PARKING AREA	C	COLISEUM
	PLANNING DISTRICT LINE		PARKING STRUCTURE	⑤ ⑧	REFERENCE FROM TEXT


HILLSBOROUGH ST
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NORTH ST
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BOUNDARY ST
BATTLE BRANCH
BATTLE PARK
TENNEY CR
LONE PINE RD
DAVIE CIRCLE
LOUISE ST
HOWELL LA
EAST FRANKLIN ST
ELIZABETH ST
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GLENWOOD DR
WEAVER RD
HILLCREST CR
HILLVIEW RD
PLANT RD
TREATMENT PLANT
MEADOWBROOK DR
ESTES DR
GREENWOOD RD
US 15-501 BY-PASS
BOLIN CREEK
WILLOW DR
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EAST CHAPEL HILL
ALTERNATIVE C AREA H MAP 33

1 INCH = 800 FEET
.2 MILES

- STREETS
- PLATTED STREETS
- RAILROAD
- PEDESTRIAN OR BICYCLE WAY
- BUS OR TRANSIT ROUTE
- OVERPASS - UNDERPASS
- SEWER LINE
- STREAM OR BODY OF WATER
- TOWN LIMITS
- COUNTY LINE
- PLANNING DISTRICT LINE
- UNIVERSITY PROPERTY LINE
- COMMERCIAL AREA
- CBD CENTRAL BUSINESS DISTRICT
- OFFICE AREA
- SCHOOL SITE
- GOVERNMENT OR PUBLIC SITE
- OPEN SPACE OR RECREATION
- SCREENING OR LANDSCAPING
- GOLF COURSE
- PARKING AREA
- PARKING STRUCTURE
- SINGLE FAMILY AREA
- M MOBILE HOME COURT
- C CLUSTER DEVELOPMENT
- OR APARTMENT AREA
- P PUBLIC OR MODERATE INCOME HOUSING
- S MARRIED STUDENT HOUSING
- D DORMITORIES
- F FRATERNITIES - SORORITIES
- BUILDINGS
- C COLISEUM
- (5) (B) REFERENCE FROM TEXT

(Set of alternatives as originally presented on August 1, 1968)

That area lying between U.S. 15-501 (East Franklin Street or Durham Road) and U.S. 15-501 Bypass and running from the merging of these two roads at Eastgate Shopping Center Ⓐ to the south as far as Bolin Creek where the creek runs parallel to South Estes Drive Ⓑ . This is an area of about 185 acres.

EXISTING SITUATION

Along with Chapel Hill's Central Business District this is an area with which almost all residents of Chapel Hill have frequent contact. The future of this area should be a major factor in the future well being of the entire Chapel Hill community. It is therefore important that the decisions, public and private, made with regard to this area in the coming months and years be ones which will add up to a well organized, functional and attractive total development of the area.

In order to keep the focus on the kind of considerations which will probably be of major importance to the area several assumptions have been made.

The first of these is that, although there are presently many single-family residences in the area, single-family residences will not be a significant factor in the future of this area. Though some of the present ones may continue for some time any changes which take place will tend to decrease rather than increase the number of single-family residences in the area. The decisions which will have to be made will be with regard to commercial development, both trade and services as well as office type development, and with multi-family housing.

A second assumption is that some of the present elements of the area will have to be considered as part of any future development of the area. Thus such features as Willow Terrace Apartments Ⓒ , Binkley Memorial Church Ⓓ , the various new office buildings on Willow Drive and Estes Drive Ⓔ , the major elements of the Eastgate Shopping Center and the major roads presently in existence, will appear in all three alternatives.

A third assumption is that the majority of business development in Chapel Hill in the coming years will be split between this area and the downtown and that this area will also receive much of the apartment development. There being a chance that development may "snowball" in this area, the assumption is being made here that there will come a time when this area is very highly developed throughout, and the alternatives have been drawn up with this in mind.

THE ALTERNATIVES

The basic difference between alternatives, then, is not a difference between highly developed and lightly developed, or between being developed basically in one use or in another, but it is a difference between ways in which a highly developed mix of business and multi-family housing might develop within the area.

ALTERNATIVE A

Alternative A visualizes the study area as developing into three basic sub-areas. The first of these is the already existent Eastgate area ① and the second is the currently developing area off of South Estes Drive and Willow Drive ② . The third area would fall between these two, probably on either side of a new road which might link Elliott Road with the Bypass ③ , somewhere about halfway between Ephesus Church Road and Willow Drive. An interior road might connect Willow Drive with this new road at some point ④ , but the areas are seen as primarily separate in nature.

This separateness could result either in a duplication of offerings in each area, particularly in the commercial field, or in a degree of specialization within each area. The duplication off Estes Drive and off of any new extension of Elliott Road of the same goods and services already available at the Eastgate Shopping Center, even if more conveniently and attractively developed, would be a limited contribution to the improvement of the Chapel Hill community. If each area sets out to capture the family's basic shopping trip then each will get perhaps one third of a particular market, and while each will try by offering a little more than the others to capture more than a third share, the kind of benefits to the community thus derived will be minor compared to what they could be if each area offered something unavailable elsewhere For this reason, this alternative optimistically looks to some degree of specialization in each of the three areas.

The area between Willow Drive, South Estes Drive and the Bypass, for instance, might develop as a shopping area with an emphasis on clothing, furnishings, home accessories and other items less sought on a day-to-day basis than groceries and drugs As such it might cater to a larger market area, being more of a "regional" shopping center. Having a good deal of space at its disposal, as well as being on a major road to Durham, Chapel Hill and around and beyond Chapel Hill to Carrboro, Pittsboro, etc., it could also include a theatre.

Eastgate itself is seen as somewhat expanded and improved, but serving the same function as today.

The area off of any extension of Elliott Road, lying between this latter area and Eastgate and being the most attractive of the three areas in terms of natural setting and landscaping potential /1, might lend itself more to office type development, with possibly some multi-family development on its south side. With a good portion of the 185 acres of this study area in commercial use there should be a demand for office floor space. With the three areas basically separated from each other, however, a certain amount of convenience shopping might be warranted along with the offices in this central zone. These commercial uses are shown near the entrances and exits to the area off East Franklin Street and off 15-501 Bypass ⑤ where they would be most economically justifiable and most convenient to the individual using the area, but also where they would increase the amount of commercial intrusion onto these two main routes.

Elsewhere along these routes (East Franklin Street and 15-501 Bypass) this alternative anticipates a continuation of the present commercial areas, shopping center parking along the Bypass near South Estes Drive and, between commercial areas, a continuation of the present residential pattern but changing by degrees over the years from single-family to multi-family in character ⑥ .

1/ Since the writing of this statement, 22 acres of this land has been cleared of all vegetation and regraded, in anticipation of possible future commercial development.

In this and the other alternatives it is assumed that traffic lights will sooner or later be placed at any major entrance from East Franklin Street or the Bypass into the study area.

ALTERNATIVE B

The basic distinguishing factor in Alternative B is a road link from the Eastgate area to South Estes Drive through the middle of the study area ① . This, in turn, has suggested or necessitated other differences.

The most obvious necessary change has been in the design of the Eastgate Shopping Center which has had a road opened up through it ② , with some new commercial areas and parking developed off of this link to the rest of the study area. This shows a possible way of making use of much land going to waste behind Eastgate and otherwise difficult to use.

The most basic change is in the new relationship between parts of the study area created by this axial road. Where in Alternative A the person on a shopping or business trip could choose between one of three areas, in Alternative B, once in any part of this whole area being studied, he can easily reach another part of it without going back out to the more heavily traveled main highways. He has all the resources of this area at his convenient disposal and to that extent what is good for one part of the area is good for the whole area. In this alternative interdependence and specialization are more at home than in Alternative A.

Both trade and offices are more likely to gravitate to the main axial road of this area ① and less than in Alternative A to the main transverse roads. Correspondingly, the parts of this area closer to East Franklin Street and the Bypass will see more multi-family housing, though planned so as not to increase the number of driveway entrances onto these streets.

In line with this effort to minimize the points of conflict along the highways would be an access extension of the road along the northwest side of the Bypass ③ .

The shopping center, between Estes and Willow Drives, being conveniently linked to the Eastgate Shopping Center, may develop more strongly as a regional center than otherwise. This growth is reflected in the enclosed mall or cluster type design of the center, a design which becomes more and more practical as the shopping center grows and includes larger enterprises.

The Eastgate Shopping Center itself, had there been sufficient previous knowledge of the size to which it would grow and a chance to plan accordingly, might have taken the form of an enclosed mall center. This would be difficult to do now. However, in extending the center back along the new axis road and locating some new parking to the south of the main buildings ④ this alternative does make it possible to get more cars parked close to a central cluster of businesses. Alternative B also makes one major change in Eastgate by substituting for the scattered buildings at the point of the triangle a single commercial enterprise ⑤ - a motel, which, if well designed, should not only benefit from such a location but also do much to improve the pattern of uses in the Eastgate area to the benefit of all.

Another major feature of Alternative B is the extension of the proposed Bolin Creek thoroughfare into this study area to the point where South Estes Drive meets the new axial road ⑥ . The technical and/or economic difficulties tied to the Bolin Creek thoroughfare reach their peak when its intersection with East Franklin Street is considered. The steepness of the terrain near the creek, the problem of East Franklin Street bridging the creek and possibly a thoroughfare as well, the problem of homes and more recently of commercial buildings, some already existing and others iminent, all add to the difficulty. The implementation of the Chapel Hill Thoroughfare Plan is too great a problem in its own right to be covered here. It is, however, safe to say that a Bolin Creek thoroughfare is more likely to become a reality as its function becomes more important. Of the three alternatives this one would seem to impart the most value to a thoroughfare running from Airport Road down Bolin Creek and past (probably under) East Franklin Street to run into South Estes Drive.

The needs of the above road make a continuous open space along Bolin Creek, as shown in the other alternatives, very unlikely. Open space would still be desirable along the eastern part of the creek ⑦ and, if planned for early enough, could be spotted along the axial road ⑧ to prevent development along it from falling over itself.

ALTERNATIVE C

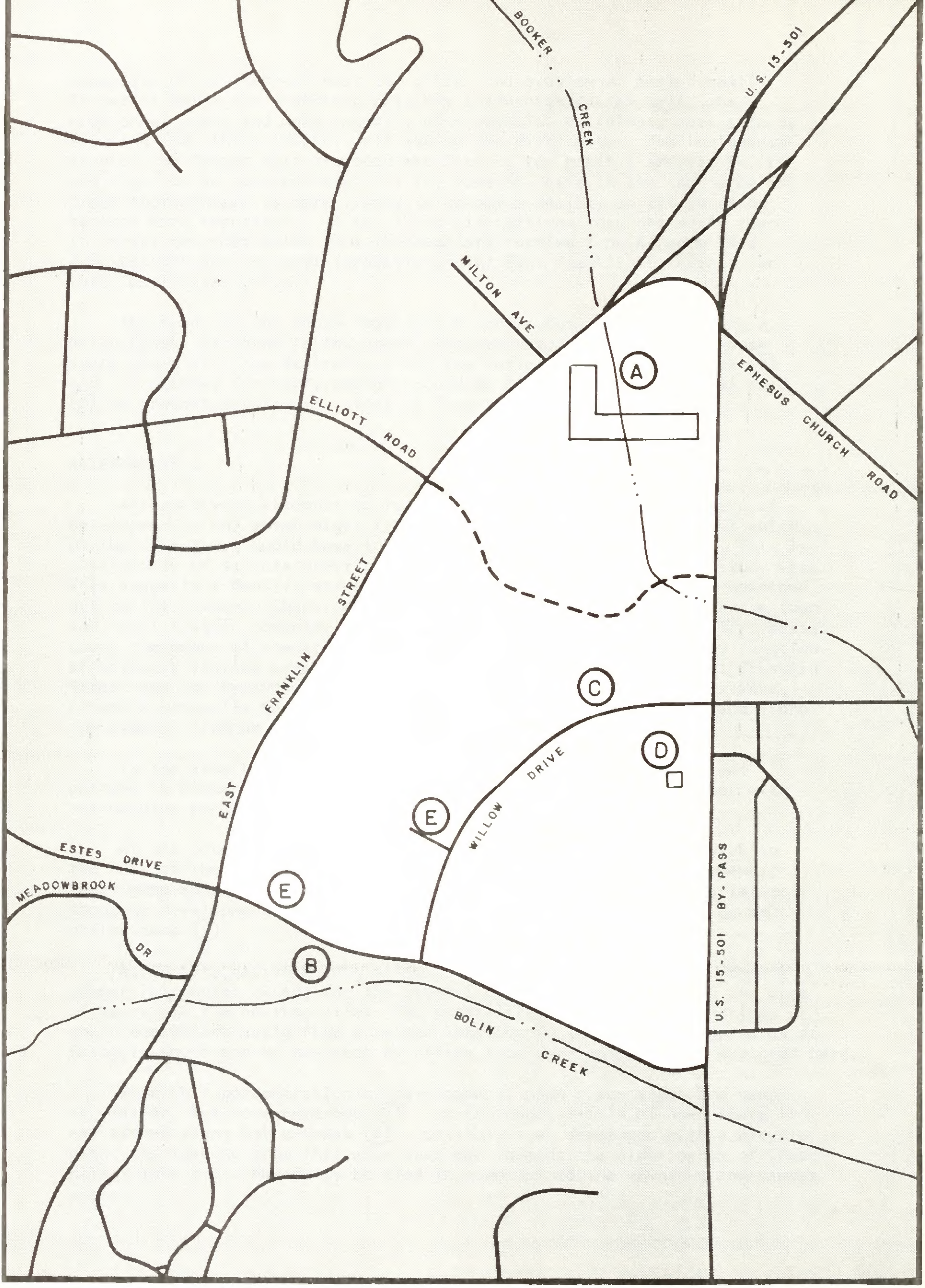
Alternative C attempts to imagine yet another possible pattern of development - one which might take longer to be fully realized but which, at the same time, would have to be planned for at an early date. This is essentially of streets creating smaller blocks within the whole study area. This suggests a density as well as the physical arrangement of a downtown, but unlike downtown Chapel Hill, where the main roads run through the town and local traffic competes with through traffic, the through traffic passes along the edges of the area ① . For this traffic separation to function effectively limited access would have to be maintained along East Franklin Street and the Bypass and although good use might be made of this land, it would primarily be reached from the rear or, in the case of land along the Bypass, from an access road ② .

In the area nearer South Estes Drive and the Bypass the street pattern is broken to permit the development of a commercial center with surrounding parking, with a motel at the Bypass end of it ③ .

At the other end of this street pattern it permits an approach to the rear of the Eastgate Shopping Center which is accordingly somewhat redesigned and expanded to meet this new possibility ④ . This latter shopping development is separated from multi-family development by an office zone ⑤ .

As in Alternative B this allows for the creation of a more compact commercial center except for the several detached enterprises in the area of Sears and the bowling alley. The possibility that these enterprises or their equivalent could find a better location in the proposed expansion of Eastgate south and be replaced by office type development ⑥ is explored here.

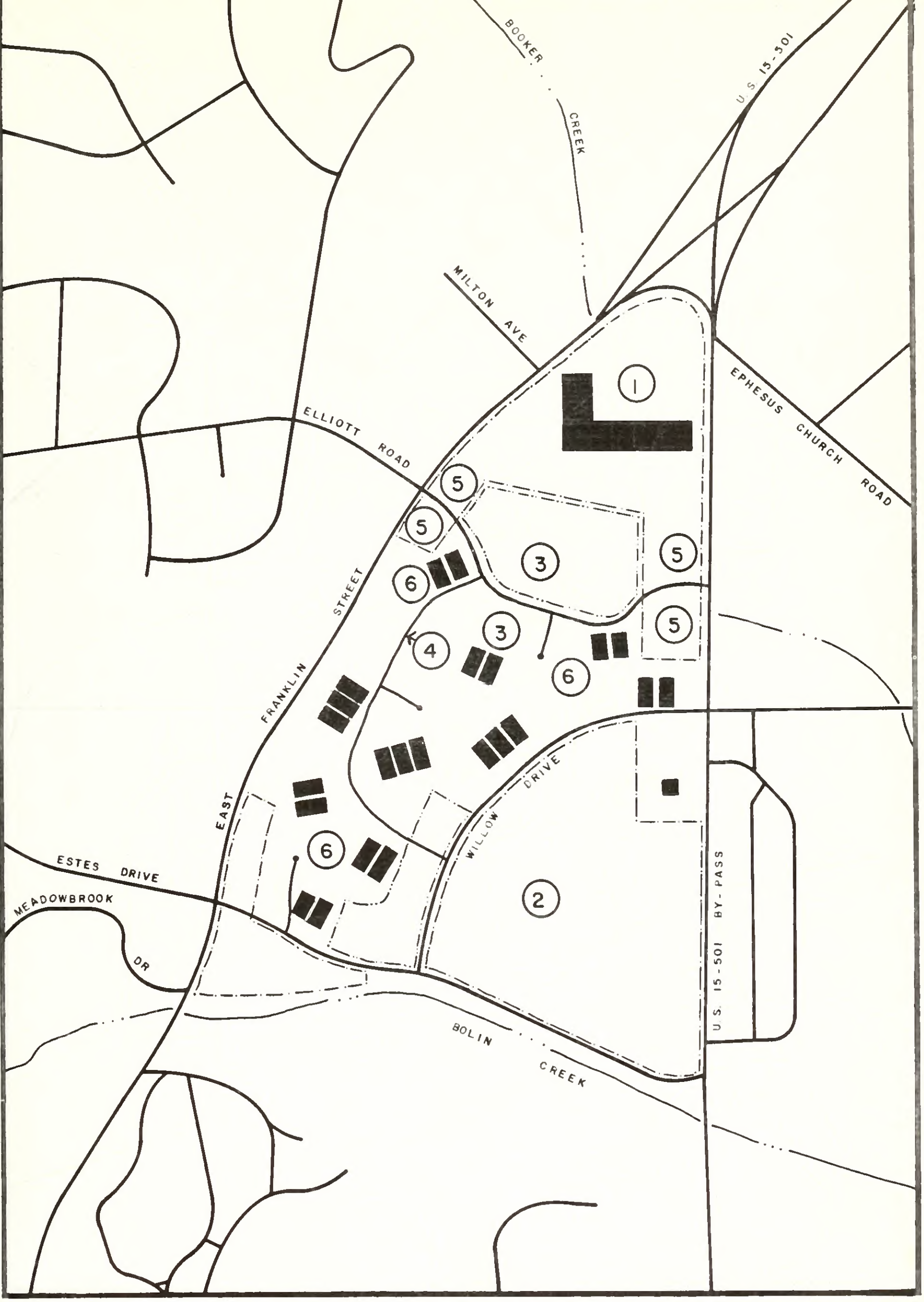
With this concentration of development, open space areas are seen as smaller, but more numerous ⑦ . A continuous strip of open space is envisioned along Bolin Creek ⑧ , possibly even developed with a bicycle path, and leading from this area upstream towards the older parts of Chapel Hill. This could hopefully be tied in some way to the downtown and campus areas.


BOOKER CREEK
U.S. 15-501
MILTON AVE
A
EPHESUS CHURCH ROAD
ELLIOTT ROAD
EAST FRANKLIN STREET
C
D
WILLOW DRIVE
E
ESTES DRIVE
MEADOWBROOK DR
E
B
U.S. 15-501 BY-PASS
BOLIN CREEK

EASTGATE TO BOLIN CREEK
EXISTING SITUATION AREA I MAP 34

1 INCH = 660 FEET
.2 MILES

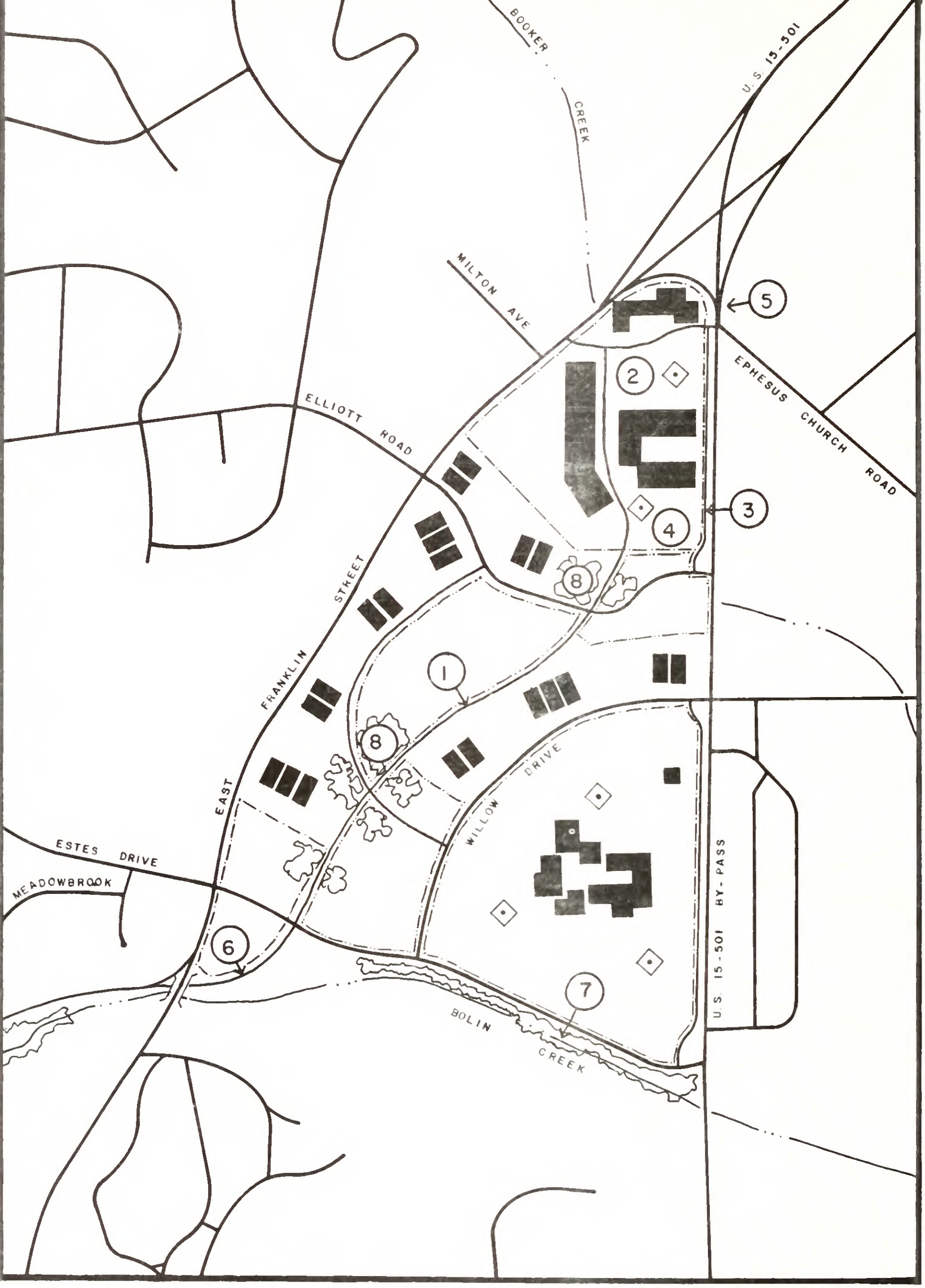
STREETS	UNIVERSITY PROPERTY LINE	SINGLE FAMILY AREA
PLATTED STREETS	COMMERCIAL AREA	MOBILE HOME COURT
RAILROAD	CENTRAL BUSINESS DISTRICT	CLUSTER DEVELOPMENT
PEDESTRIAN OR BICYCLE WAY	OFFICE AREA	APARTMENT AREA
BUS OR TRANSIT ROUTE	SCHOOL SITE	PUBLIC OR MODERATE INCOME HOUSING
OVERPASS - UNDERPASS	GOVERNMENT OR PUBLIC SITE	MARRIED STUDENT HOUSING
SEWER LINE	OPEN SPACE OR RECREATION	DORMITORIES
STREAM OR BODY OF WATER	SCREENING OR LANDSCAPING	FRATERNITIES - SORORITIES
TOWN LIMITS	GOLF COURSE	BUILDINGS
COUNTY LINE	PARKING AREA	COLISEUM
PLANNING DISTRICT LINE	PARKING STRUCTURE	REFERENCE FROM TEXT


BOOKER CREEK
U.S. 15-501
MILTON AVE
EPHESUS CHURCH ROAD
ELLIOTT ROAD
EAST FRANKLIN STREET
WILLOW DRIVE
ESTES DRIVE
MEADOWBROOK DR
U.S. 15-501 BY-PASS
BOLIN CREEK
1
2
3
3
4
5
5
5
5
6
6
6

EASTGATE TO BOLIN CREEK
ALTERNATIVE A AREA I MAP 35

1 INCH = 660 FEET
.2 MILES

———	STREETS	········	UNIVERSITY PROPERTY LINE	■ ■ ■	SINGLE FAMILY AREA
— — —	PLATTED STREETS	▭	COMMERCIAL AREA	△M	MOBILE HOME COURT
—+—+—	RAILROAD	_ CBD _	CENTRAL BUSINESS DISTRICT	△C	CLUSTER DEVELOPMENT
- - - - -	PEDESTRIAN OR BICYCLE WAY	▭	OFFICE AREA	▌▌ OR ▭	APARTMENT AREA
● ● ●	BUS OR TRANSIT ROUTE	▨	SCHOOL SITE	△P	PUBLIC OR MODERATE INCOME HOUSING
)(	OVERPASS – UNDERPASS	▨	GOVERNMENT OR PUBLIC SITE	△S	MARRIED STUDENT HOUSING
—o—o—	SEWER LINE		OPEN SPACE OR RECREATION	△D	DORMITORIES
~	STREAM OR BODY OF WATER		SCREENING OR LANDSCAPING	△F	FRATERNITIES – SORORITIES
— - — -	TOWN LIMITS		GOLF COURSE	■ □ ■	BUILDINGS
— - - —	COUNTY LINE	◈	PARKING AREA	⬡C	COLISEUM
—···—	PLANNING DISTRICT LINE	◆	PARKING STRUCTURE	⑤ ⑧	REFERENCE FROM TEXT

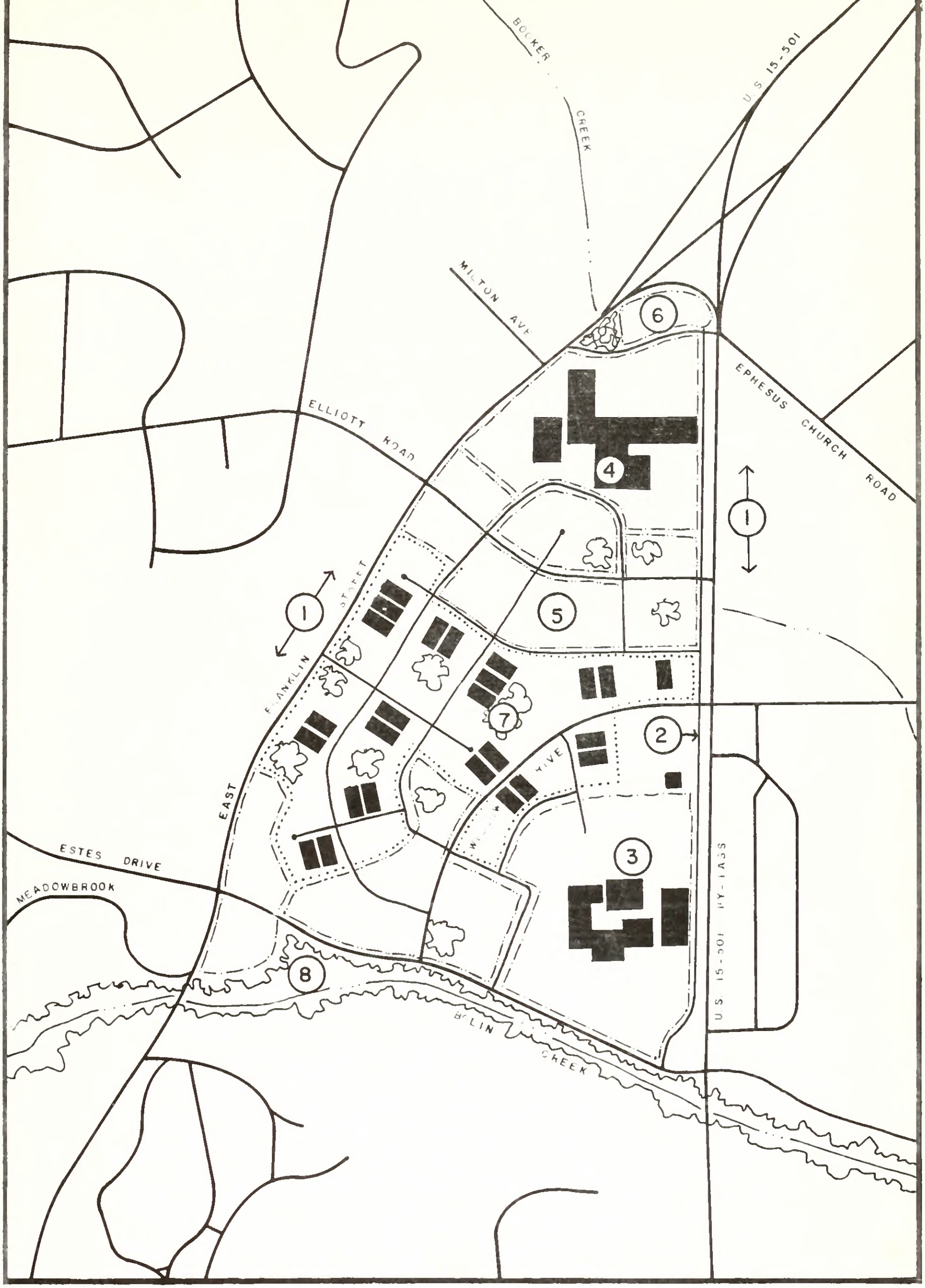

BOOKER CREEK
U.S. 15-501
MILTON AVE
5
2
EPHESUS CHURCH ROAD
ELLIOTT ROAD
3
4
8
EAST FRANKLIN STREET
1
8
WILLOW DRIVE
ESTES DRIVE
MEADOWBROOK
U.S. 15-501 BY-PASS
6
7
BOLIN CREEK

EASTGATE TO BOLIN CREEK
ALTERNATIVE B AREA I MAP 36

N

1 INCH = 660 FEET
.2 MILES

- STREETS
- PLATTED STREETS
- RAILROAD
- PEDESTRIAN OR BICYCLE WAY
- ● ● ● BUS OR TRANSIT ROUTE
- OVERPASS - UNDERPASS
- SEWER LINE
- STREAM OR BODY OF WATER
- TOWN LIMITS
- COUNTY LINE
- PLANNING DISTRICT LINE
- UNIVERSITY PROPERTY LINE
- COMMERCIAL AREA
- CBD CENTRAL BUSINESS DISTRICT
- OFFICE AREA
- ▨ SCHOOL SITE
- ▨ GOVERNMENT OR PUBLIC SITE
- OPEN SPACE OR RECREATION
- SCREENING OR LANDSCAPING
- GOLF COURSE
- PARKING AREA
- PARKING STRUCTURE
- ■ ■ ■ SINGLE FAMILY AREA
- M MOBILE HOME COURT
- C CLUSTER DEVELOPMENT
- ▌▌ OR APARTMENT AREA
- P PUBLIC OR MODERATE INCOME HOUSING
- S MARRIED STUDENT HOUSING
- D DORMITORIES
- F FRATERNITIES - SORORITIES
- ■ □ ■ BUILDINGS
- C COLISEUM
- ⑤ ⑧ REFERENCE FROM TEXT


BOOKER CREEK
U.S. 15-501
MILTON AVE
6
EPHESUS CHURCH ROAD
ELLIOTT ROAD
4
1
5
STREET
1
FRANKLIN
EAST
7
2
DRIVE
3
ESTES DRIVE
MEADOWBROOK
8
U.S. 15-501 BY-PASS
BOLIN CREEK

EASTGATE TO BOLIN CREEK
ALTERNATIVE C AREA I MAP 37

1 INCH = 660 FEET

.2 MILES

———	STREETS	┄┄┄	UNIVERSITY PROPERTY LINE	■ ■ ■	SINGLE FAMILY AREA
— — —	PLATTED STREETS	⬚	COMMERCIAL AREA	△M	MOBILE HOME COURT
—+—+—	RAILROAD	CBD	CENTRAL BUSINESS DISTRICT	△C	CLUSTER DEVELOPMENT
- - - - -	PEDESTRIAN OR BICYCLE WAY	⬚	OFFICE AREA	▮▮ OR ⬚	APARTMENT AREA
● ● ●	BUS OR TRANSIT ROUTE	▨	SCHOOL SITE	△P	PUBLIC OR MODERATE INCOME HOUSING
≍	OVERPASS - UNDERPASS	▧	GOVERNMENT OR PUBLIC SITE	△S	MARRIED STUDENT HOUSING
—o—o—	SEWER LINE	∿	OPEN SPACE OR RECREATION	△D	DORMITORIES
∿	STREAM OR BODY OF WATER	∿	SCREENING OR LANDSCAPING	△F	FRATERNITIES - SORORITIES
—·—·—	TOWN LIMITS	∿	GOLF COURSE	■ □ ■	BUILDINGS
—--—	COUNTY LINE	◈	PARKING AREA	⬠C	COLISEUM
—···—	PLANNING DISTRICT LINE	◆	PARKING STRUCTURE	⑤ ⑧	REFERENCE FROM TEXT

(Set of alternatives as originally presented on May 23, 1967)

That area bounded on the west by South Greensboro Street, on the south by Morgan Creek, on the east by Pritchard Branch and on the north by the southern boundary of the Town of Carrboro. Recognizing that no area can be considered or planned for completely in isolation, areas adjacent to that described above, though outside the Planning Area of Chapel Hill, may sometimes be given attention.

EXISTING SITUATION

This area, annexed by the Town of Chapel Hill in 1967, is primarily residential and partially undeveloped. Except for Merritt Mill Road running through the center of the area, its streets are all unpaved /1, and a high percentage of these streets are dead ended. Merritt Mill Road itself is very winding, with an extremely narrow right-of-way. It is receiving increasing use as land southwest of town develops and the University grows, since it is the most direct link between this land and the University. However, because of two schools in the area, and the closeness of houses to the road, it is also much used by pedestrians, a situation which grows increasingly hazardous.

The undeveloped part of this study area Ⓐ is marked by steep topography, and woods, and is transected by a power line.

THE ALTERNATIVES

The purpose of this study is to consider some of the long-range possibilities for the area. Some of the improvements which should come to the area in the short-range future soon after annexation are assumed in all of the alternatives presented.

The long-range alternatives may be briefly contrasted as follows:

Alternative A looks to a future upgrading of the area as a basically single-family residential neighborhood.

Alternative B emphasizes and endeavors to take advantage of the nearness of the area to the University and Hospital complexes and the potential use of Merritt Mill Road as a major route into Chapel Hill and to the University from future developing areas to the southwest.

Alternative C considers the possibility of an entire development of the area from Main Street to the 54 Bypass to correct many of the inherent difficulties imposed by the present street pattern and present arrangement of residential, commercial and industrial uses.

STREET LAYOUT

One situation in which this contrast may be most clearly seen is in street patterns where in Alternative A the pattern places the residential areas off to the side of main elements of the movement system, while in Alternative B these areas are closely related to main routes to the University and in Alternative C they are closely tied

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1/ As of 1969 most of these are being paved in response to a paving petition signed by the majority of the property owners on those streets. It is anticipated that as part of the Redevelopment Program stressing conservation and rehabilitation, the remainder of the streets will be paved and other improvements brought to the area.

by the street pattern to a complex of residential, commercial, industrial and educational activities surrounding this area.

Alternative A:

McCauley Street is extended to run into Merritt Mill Road turning them both into essentially a single road ① . This road, which is an element of the Thoroughfare Plan adopted in 1965, would become part of a continuous route which begins to the east of Chapel Hill as N.C. 54 arriving from Raleigh turns into South Road as it passes the Bell Tower becoming McCauley Street as it crosses South Solumbia Street and finally arrives again at 54 Bypass near South Greensboro Street as Merritt Mill Road. It could be expected to carry much more traffic than Merritt Mill Road does at present and should be improved accordingly.

That part of Merritt Mill Road presently running more or less north-south would be deflected east as it runs south from Cameron Avenue so as to meet the new McCauley Street extension more perpendicularly than at present ② , The presently narrow and hazardous bend in the road below Crest Drive would be eliminated leaving the eastern end of Grant Avenue a dead end ③ .

After intersecting with McCauley Street this northern section of Merritt Mill Road would continue south almost directly to the Bypass, running a couple of hundred feet to the west of Pritchard Branch ④ .

The above changes alone would leave the residential area west of Merritt Mill Road connected to that road and thus the rest of Chapel Hill only by Crest Drive, with the result that residents of the lower end of Knolls and Johnson Streets must always travel through the entire residential neighborhood on all trips outside the neighborhood. To alleviate this, to eliminate the dead-ended nature of some of the streets and to provide some additional good street frontage for the development of new housing, Crest Drive is visualized as continuing south to Merritt Mill Road ⑤ and a new street is seen as connecting the end of Knolls and Johnson Streets with Merritt Mill Road to the west of Lincoln School ⑥ .

The Thoroughfare Plan of Chapel Hill, Carrboro and Environs shows West Franklin Street as continuing past Merritt Mill Road in a westerly direction. The route proposed for this extension is shown here in Alternatives A ⑦ and C. Whereas in the latter alternative the Knolls residential area will be tied to this extension and thus closely related to the business district, in this alternative the only link shown is a walking path ⑧ tying the area to the north with the school complex in the area under study here.

A pattern of new streets is shown in the area between Merritt Mill Road and Pritchard Branch ⑨ suggesting a way in which its topography might lend itself to a new development of single-family homes.

Alternative B:

The treatment of McCauley Street and that section of Merritt Mill Road coming down from Cameron Avenue is the same as in Alternative A ① with the difference that Merritt Mill Road is shifted slightly further east thus separating it from the end of Crest Drive ② .

The area between Merritt Mill Road and Pritchard Branch is tied fairly directly to the University not only by McCauley Street, but also by a new street running through it from the Bypass to the south end of Crest Drive and thence directly into Cameron Avenue ④ .

A piece of the old Merritt Mill Road is shown remaining as an interior residential street ⑤ .

Alternative C:

In this alternative the nature of the area of this study is strongly affected by some very basic changes which could take place in the organization of the area of Carrboro directly north of it including not only the extension of West Franklin Street ① and Cameron Avenue ② to the west of Merritt Mill Road but also the extension south through this area to Crest Drive of a route which is shown on the Thoroughfare Plan of 1964 as running from Umstead Drive on the northern "inner loop" to the junction of Main and West Rosemary Streets ③ .

With this latter north-south route continuing along Crest Drive and beyond ④ to meet the same extension of McCauley Street shown in Alternatives A and B a whole new grid pattern is created to bring several newly formed blocks into the main pattern of central Chapel Hill and Carrboro.

The scale of redevelopment presented in this alternative would require a considerably larger effort than that of either of the other two alternatives. This particular layout of streets suggests the kind of changes which could be involved but represents only one of many possibilities. The basic principle illustrated is that the residential area around Knolls Street which is presently remote in its relation to the rest of the community would be tied in four directions to main routes or areas of activity.

LAND USES

The contrast in street pattern between the three alternatives has little meaning except in relationship to the nature of the activities which take place within the area.

Alternative A:

Single-family development is seen both in the presently built-up area west of Merritt Mill Road and in an area east of the same road which is presently primarily undeveloped ⑩ . Both of these areas, while close to a main element of the Thoroughfare Plan, would not be penetrated by through traffic. The latter area being across a main road from the former and also across a small stream from the already developed area of Westwood and Dogwood Drives would probably be transitional in nature. Regardless of the density of this single-family housing or the cost of the houses themselves, every effort should be made to see that development in this location makes best possible use of the landscaping potentialities of the terrain.

As this alternative envisions less intense use of land in this area than do the other alternatives it suggests that the feasibility of expanding the present educational facilities at Frank Porter Graham School and/or Lincoln School would be greater. School planning must admittedly be done with a much larger perspective of the entire community in mind than a study of the Merritt Mill Road area above entails. Should such a broader look at the situation suggest the expansion of the already existing facilities in this area, this alternative suggests that this might be done by the extension of the Frank Porter Graham School eastward ⑪ .

Further to the east of this property in the land area between 54 Bypass and Morgan Creek an area of open space is envisioned ⑫ , being a desirable neighbor for the school while at the same time helping to maintain the present uncluttered and free-moving sense along the Bypass.

The former area, being south of the Bypass, is seen as being open space of benefit primarily to the whole Chapel Hill-Carrboro community. In addition two small localized recreational areas are designated, one on either side of Merritt Mill Road ⑬ , for the benefit of a more localized neighborhood, and being highly oriented to the needs of the children.

While the above recreation areas may be located to minimize the need for children to cross major roads, the schools cannot easily achieve this advantage. To alleviate as much as possible this problem a series of sidewalks is shown, including one taking advantage of a ravine on either side of the Bypass to take students from the north side to the extended school site on the south by an underpass ⑭ .

Inasmuch as this alternative emphasizes the sense of the neighborhood as an entity in itself more than either of the others it has seemed most reasonable to suggest here the possibility of a local or neighborhood commercial center ⑮ , easy to get to from any part of the area and serving to cut down on some of the necessity for driving into the Central Business District in order to meet a number of everyday needs.

Alternative B:

This alternative does not emphasize extension of the present single-family district existing west of Merritt Mill Road. It is hoped, however, that its new relationship to the University combined with improved services that will come to the area with annexation will serve to upgrade the quality of residential life as it will be experienced in this part of Chapel Hill.

The new easy ties created by way of Cameron Avenue and McCauley Streets to the University and its hospital complex are seen as being conducive to the development of multi-family housing in the currently undeveloped areas ⑥ . It should be noted that this area is closer to the center of the University than almost any of the areas currently being developed for housing in response to recent growth of the University. Inasmuch as multi-family development is required to provide a degree of open space along with structures and parking areas, it is envisioned that this might most successfully be done if that open space were located primarily along Morgan Creek and the Pritchard Branch ⑦ , thus taking most advantage of natural assets while in the latter case also creating a buffer between new dense development and older established and less dense areas to the east.

While the Knolls and Johnson Street areas are seen as more closely tied to the University they are also seen as separated somewhat from development or lack of it to their north and west by stream bed open space areas ⑧ very much like those proposed by the Mayor's Committee on Open Space.

In this alternative an extension of the Lincoln School is shown ⑨ , including an entrance from South Greensboro Street, as a possible way to meet a future need for increased educational facilities in this part of the school district.

When the whole of the Chapel Hill and Carrboro planning districts are studied it is evident that commercial needs are currently met primarily by the downtown areas with the exception of the one shopping center area of any significance to the east of Chapel Hill. When areas to the north, south and west develop sufficient population it may become desirable to serve some of the needs of these people through other conveniently located and well-designed shopping areas away from the downtown. The area of this study does not lend itself well to a large area of this sort, but this alternative does suggest the possibility of a more modest center near the intersection of the Bypass and Merritt Mill Road ⑩ . It would have the advantage of serving a fairly dense development in its immediate area as well as people who have easy access to either the Bypass or to Smith Level Road.

Alternative C:

Alternative C, being an attempt to integrate this whole area much more closely with the heart of the Chapel Hill and Carrboro communities, involves a much more varied mix of activities and styles of life and a corresponding mix of physical elements. In housing it envisions not only a continuation and upgrading of present housing but a variety of new dwelling units.

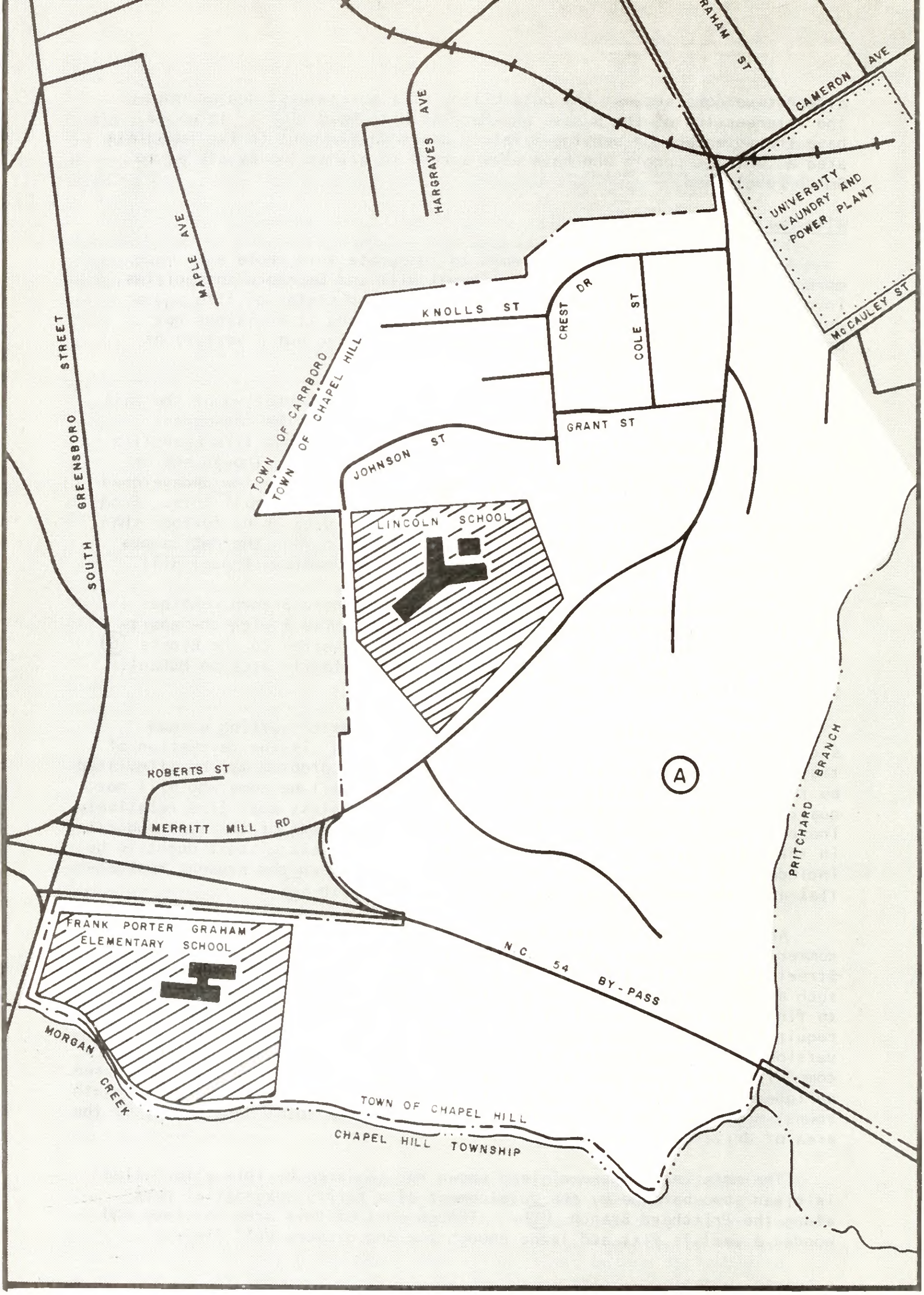
The scale of redevelopment presupposes a discontinuation of the rail line to the University property on Cameron Avenue and the consequent possibility of a University-oriented development somewhat like Granville Towers on land now used by a construction company ⑤ . Though not as close to the University as would be ideal, there are very few undeveloped areas that are and most of them are in the form of many small lots. From Cameron Avenue and Merritt Mill Road to South Building is no further than from the presently being built Hinton James Dormitory on the UNC campus to South Building, and is considerably closer to downtown Chapel Hill.

The area between Merritt Mill Road and Pritchard Branch combines some of the single-family houses found in Alternative A with the apartments of Alternative B, the latter being located nearer to the Bypass ⑥ and the former growing off of the present single-family area on McCauley Street and Brookside Drive ⑦ .

One of the problems of redevelopment, or even of putting a road such as McCauley Street through a residential area, is the relocation of the people thereby forced to move. For some this problem may be alleviated by the presence of public housing, though there will be some who will not qualify for this form of housing, but who nevertheless must find relatively inexpensive housing. In any large scale redevelopment of the type suggested in this alternative new housing at a variety of levels of cost ought to be included. An area of public housing is shown between the present residential area and new business development to the north ⑧ .

Another element of this whole alternative is the potentiality of commercial development along the westward extension of West Franklin Street ⑨ . It is difficult to imagine the undertaking of any program such as has been suggested here without a more or less simultaneous need to find solutions to problems in a number of land use categories, all requiring land somewhere near the central part of the community. Some version of a redevelopment scheme in this area of the Chapel Hill-Carrboro community might make more effective future use of land presently considered peripheral but which, because of its central location at the border of both towns, may some time play an important role in the total development of the area of University related growth.

The more intense use of land shown for the area by this alternative is given some balance by the development of a fairly substantial park along the Pritchard Branch ⑩ . Though most of this area is steep and wooded a part is flat and large enough for one or more ball fields.

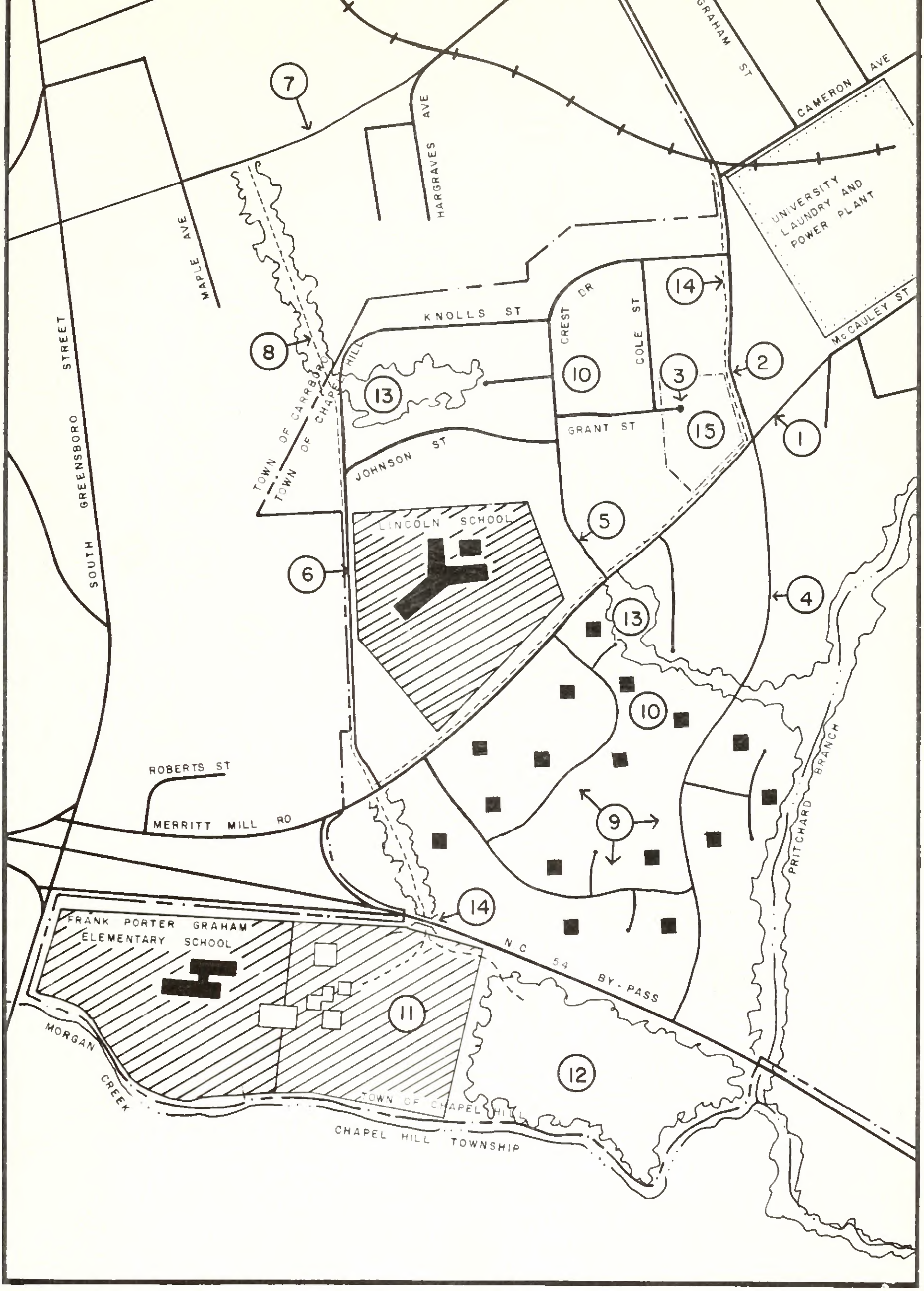

GRAHAM ST
CAMERON AVE
HARGRAVES AVE
UNIVERSITY LAUNDRY AND POWER PLANT
MAPLE AVE
McCAULEY ST
KNOLLS ST
CREST DR
COLE ST
SOUTH GREENSBORO STREET
TOWN OF CARRBORO
TOWN OF CHAPEL HILL
GRANT ST
JOHNSON ST
LINCOLN SCHOOL
A
PRITCHARD BRANCH
ROBERTS ST
MERRITT MILL RD
FRANK PORTER GRAHAM ELEMENTARY SCHOOL
N C 54 BY-PASS
MORGAN CREEK
TOWN OF CHAPEL HILL
CHAPEL HILL TOWNSHIP

N

MERRITT MILL ROAD
EXISTING SITUATION AREA J MAP 38

1 INCH = 480 FEET
.1 MILES

—	STREETS	▭	UNIVERSITY PROPERTY LINE	■ ■ ■	SINGLE FAMILY AREA
– – –	PLATTED STREETS	┌ ┐	COMMERCIAL AREA	△ M	MOBILE HOME COURT
┼ ┼ ┼	RAILROAD	CBD	CENTRAL BUSINESS DISTRICT	△ C	CLUSTER DEVELOPMENT
- - - -	PEDESTRIAN OR BICYCLE WAY	┌ ┐	OFFICE AREA	▌▌ OR	APARTMENT AREA
● ● ●	BUS OR TRANSIT ROUTE	▨	SCHOOL SITE	△ P	PUBLIC OR MODERATE INCOME HOUSING
)(	OVERPASS - UNDERPASS	▧	GOVERNMENT OR PUBLIC SITE	△ S	MARRIED STUDENT HOUSING
—o—o—	SEWER LINE	〰	OPEN SPACE OR RECREATION	△ D	DORMITORIES
∿	STREAM OR BODY OF WATER	〰	SCREENING OR LANDSCAPING	△ F	FRATERNITIES - SORORITIES
— - —	TOWN LIMITS	◦	GOLF COURSE	■ □ ■	BUILDINGS
— - - —	COUNTY LINE	◈	PARKING AREA	⬡ C	COLISEUM
— ··· —	PLANNING DISTRICT LINE	◆	PARKING STRUCTURE	⑤ Ⓑ	REFERENCE FROM TEXT


GRAHAM ST
CAMERON AVE
UNIVERSITY LAUNDRY AND POWER PLANT
McCAULEY ST
HARGRAVES AVE
MAPLE AVE
SOUTH GREENSBORO STREET
KNOLLS ST
CREST DR
COLE ST
GRANT ST
JOHNSON ST
TOWN OF CARRBORO
TOWN OF CHAPEL HILL
LINCOLN SCHOOL
ROBERTS ST
MERRITT MILL RD
FRANK PORTER GRAHAM ELEMENTARY SCHOOL
MORGAN CREEK
TOWN OF CHAPEL HILL
CHAPEL HILL TOWNSHIP
N C 54 BY-PASS
PRITCHARD BRANCH
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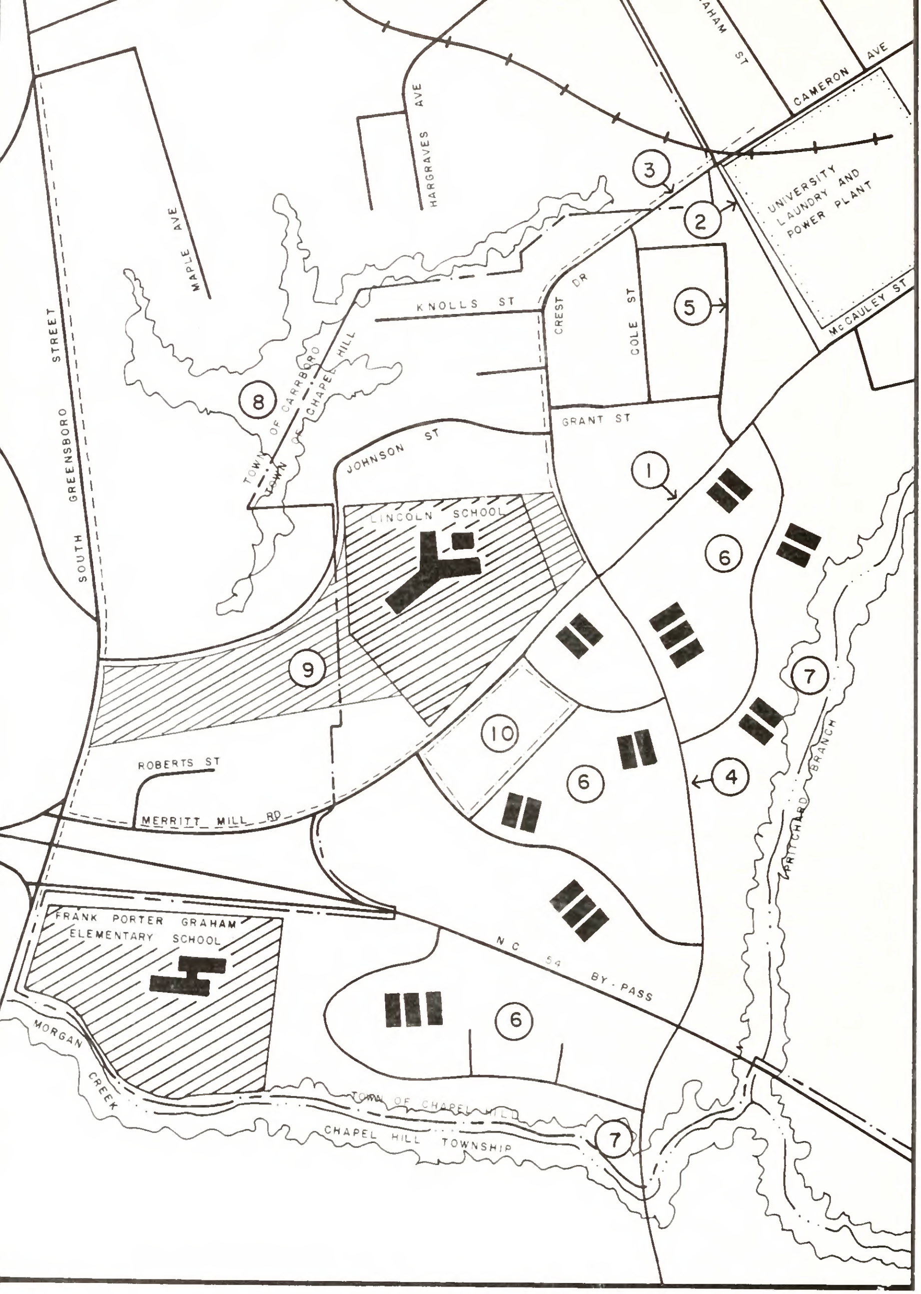
MERRITT MILL ROAD
ALTERNATIVE A AREA J MAP 39

1 INCH = 480 FEET
.1 MILES

———	STREETS	┈┈┈	UNIVERSITY PROPERTY LINE	■ ■ ■	SINGLE FAMILY AREA
— — —	PLATTED STREETS	⌐ ¬	COMMERCIAL AREA	△M	MOBILE HOME COURT
—+—+—	RAILROAD	CBD	CENTRAL BUSINESS DISTRICT	△C	CLUSTER DEVELOPMENT
- - - -	PEDESTRIAN OR BICYCLE WAY	⌐ ¬	OFFICE AREA	▌▌ OR ⬚	APARTMENT AREA
● ● ●	BUS OR TRANSIT ROUTE	▨	SCHOOL SITE	△P	PUBLIC OR MODERATE INCOME HOUSING
)(	OVERPASS - UNDERPASS	▧	GOVERNMENT OR PUBLIC SITE	△S	MARRIED STUDENT HOUSING
—o—o—	SEWER LINE	∿	OPEN SPACE OR RECREATION	△D	DORMITORIES
∼	STREAM OR BODY OF WATER	∿	SCREENING OR LANDSCAPING	△F	FRATERNITIES - SORORITIES
—·—·—	TOWN LIMITS	∘	GOLF COURSE	■ □ ■	BUILDINGS
— - - —	COUNTY LINE	◈	PARKING AREA	ⓒ	COLISEUM
—···—	PLANNING DISTRICT LINE	◆	PARKING STRUCTURE	⑤ ⑧	REFERENCE FROM TEXT


AHAM ST
CAMERON AVE
UNIVERSITY LAUNDRY AND POWER PLANT
McCAULEY ST
HARGRAVES AVE
AVE
MAPLE AVE
SOUTH GREENSBORO STREET
KNOLLS ST
CREST DR
COLE ST
GRANT ST
JOHNSON ST
TOWN OF CARRBORO
TOWN OF CHAPEL HILL
LINCOLN SCHOOL
ROBERTS ST
MERRITT MILL RD
FRANK PORTER GRAHAM ELEMENTARY SCHOOL
N C 54 BY-PASS
MORGAN CREEK
TOWN OF CHAPEL HILL
CHAPEL HILL TOWNSHIP
PRITCHARD BRANCH
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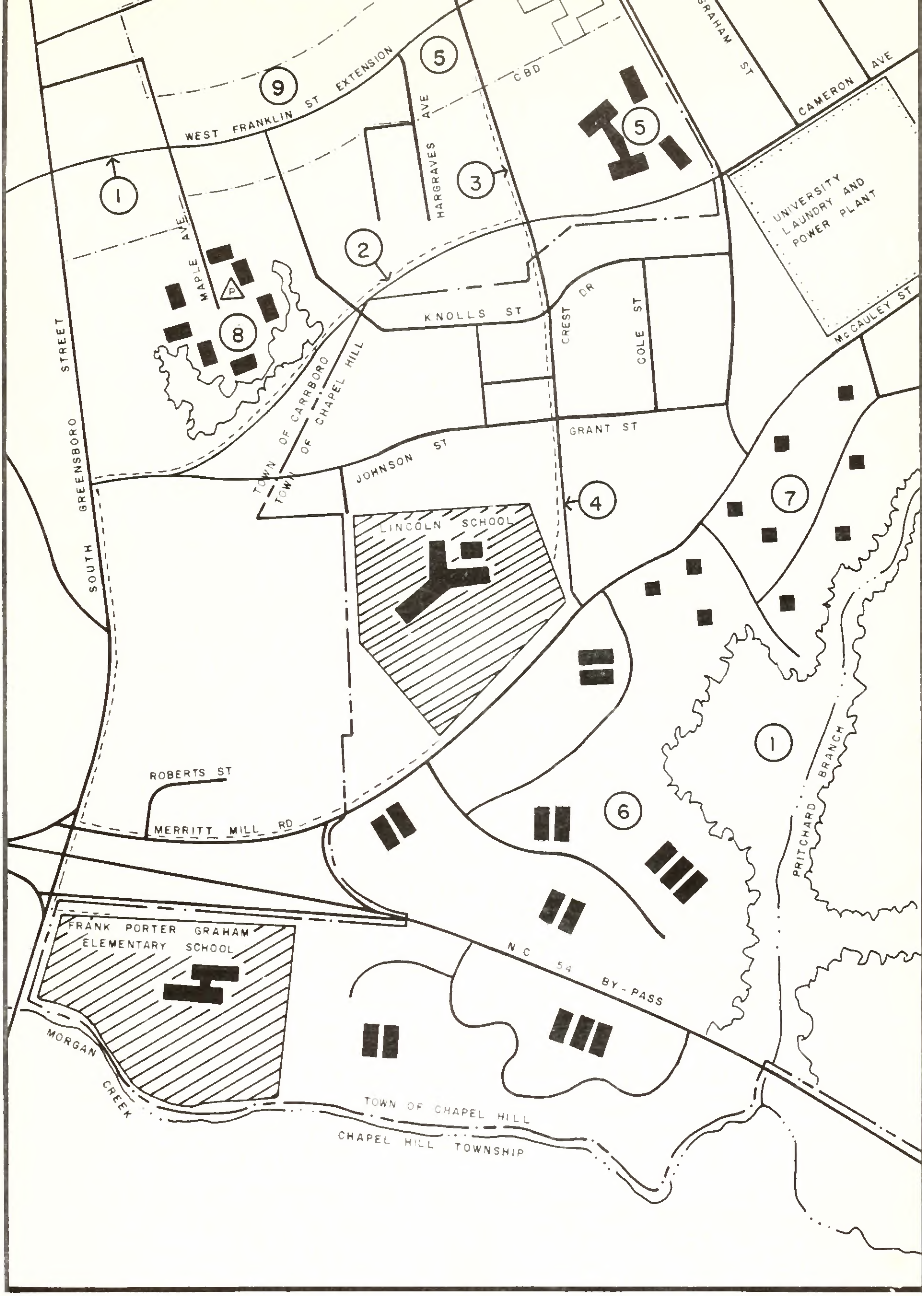
MERRITT MILL ROAD
ALTERNATIVE B AREA J MAP 40

1 INCH = 480 FEET
.1 MILES

- STREETS
- PLATTED STREETS
- RAILROAD
- PEDESTRIAN OR BICYCLE WAY
- BUS OR TRANSIT ROUTE
- OVERPASS - UNDERPASS
- SEWER LINE
- STREAM OR BODY OF WATER
- TOWN LIMITS
- COUNTY LINE
- PLANNING DISTRICT LINE

- UNIVERSITY PROPERTY LINE
- COMMERCIAL AREA
- CBD CENTRAL BUSINESS DISTRICT
- OFFICE AREA
- SCHOOL SITE
- GOVERNMENT OR PUBLIC SITE
- OPEN SPACE OR RECREATION
- SCREENING OR LANDSCAPING
- GOLF COURSE
- PARKING AREA
- PARKING STRUCTURE

- SINGLE FAMILY AREA
- M MOBILE HOME COURT
- C CLUSTER DEVELOPMENT
- OR APARTMENT AREA
- P PUBLIC OR MODERATE INCOME HOUSING
- S MARRIED STUDENT HOUSING
- D DORMITORIES
- F FRATERNITIES - SORORITIES
- BUILDINGS
- C COLISEUM
- 5 B REFERENCE FROM TEXT



GRAHAM ST
CAMERON AVE
WEST FRANKLIN ST EXTENSION
CBD
HARGRAVES AVE
MAPLE AVE
UNIVERSITY LAUNDRY AND POWER PLANT
McCAULEY ST
KNOLLS ST
CREST DR
COLE ST
GRANT ST
JOHNSON ST
TOWN OF CARRBORO
TOWN OF CHAPEL HILL
SOUTH GREENSBORO STREET
LINCOLN SCHOOL
ROBERTS ST
MERRITT MILL RD
FRANK PORTER GRAHAM ELEMENTARY SCHOOL
MORGAN CREEK
N C 54 BY-PASS
TOWN OF CHAPEL HILL
CHAPEL HILL TOWNSHIP
PRITCHARD BRANCH
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MERRITT MILL ROAD
ALTERNATIVE C AREA J MAP 41

1 INCH = 480 FEET
.1 MILES

———	STREETS	·········	UNIVERSITY PROPERTY LINE	■ ■ ■	SINGLE FAMILY AREA
— — —	PLATTED STREETS	⌐ ¬	COMMERCIAL AREA	△M	MOBILE HOME COURT
+—+—+	RAILROAD	— CBD —	CENTRAL BUSINESS DISTRICT	△C	CLUSTER DEVELOPMENT
- - - -	PEDESTRIAN OR BICYCLE WAY	⌐ ¬	OFFICE AREA	▮▮ OR ⬚	APARTMENT AREA
● ● ●	BUS OR TRANSIT ROUTE	▨	SCHOOL SITE	△P	PUBLIC OR MODERATE INCOME HOUSING
⌣⌢	OVERPASS - UNDERPASS	▧	GOVERNMENT OR PUBLIC SITE	△S	MARRIED STUDENT HOUSING
—o—o—	SEWER LINE	∿∿	OPEN SPACE OR RECREATION	△D	DORMITORIES
∿∿	STREAM OR BODY OF WATER	∿∿	SCREENING OR LANDSCAPING	△F	FRATERNITIES — SORORITIES
— - — -	TOWN LIMITS	∿	GOLF COURSE	■ □ ■	BUILDINGS
— - - —	COUNTY LINE	◈	PARKING AREA	⬡C	COLISEUM
— ··· —	PLANNING DISTRICT LINE	◆	PARKING STRUCTURE	⑤ Ⓑ	REFERENCE FROM TEXT

(Set of alternatives as originally presented on June 7, 1967)

That area bounded on the north by West Franklin Street, on the east by South Columbia Street and Pittsboro Road, on the south by Morgan Creek and on the west by Pritchard Branch and Merritt Mill Road.

EXISTING SITUATION

This area is basically a developed residential area, merging into business on its north Ⓐ , the University on its east Ⓑ , and basically undeveloped land to the south and west Ⓒ .

THE ALTERNATIVES

For this reason very little difference is shown between the alternatives in much of the central part of the total area Ⓓ , since it is felt that residential areas such as presently found here will still serve as good residential areas and that there will be little likelihood that they will be the subject of discussion and consideration in the coming ten to twenty years.

Almost all parts of the periphery of the area under study, however, lend themselves to possible change in the coming years, and thus to current discussion of the degree and nature of change to be desired.

Perhaps the most critical part of this total area is that of the blocks closest to the Central Business District. Consequently, it is the alternative possibilities for this part of the area under observation which do the most to distinguish the three alternatives from each other.

The three basic treatments of this part are:

a. Restrict the Central Business District to its present form.

b. Extend the Central Business District or some variation of it substantially to the south of its present limits.

c. Permit business district type uses to be developed in a designed fashion in areas south of the present Central Business District limits by use of the Special Use Permit or an equivalent device.

Each of these options as found in Alternative A, B, and C, respectively, will tend to guide the selection made of other elements within the total study area, though as the distance from the Central Business District and its areas of possible expansion increases, the more tenuous becomes the reasoning which links the options. What happens between West Franklin Street and Cameron Avenue may influence developments on the bypass but does not dictate them.

ALTERNATIVE A

In Alternative A the Central Business District is seen as maintaining essentially its present form. It is shown as extending slightly south of its present straight line boundary between Roberson and Mallette Streets, but only enough to permit a more efficient use of lots presently on West Franklin Street ① . Many of these lots are of little commercial value because of their shallowness and the consequent difficulty of meeting off-street parking regulations in their development.

Implied by this limitation is a belief that the residential areas between the Central Business District and Cameron Avenue are of sufficiently desirable quality and have sufficient good life left in them to warrant their continuation in the coming years.

Also implied is the fact that there are other means and directions for increasing the capabilities of the Central Business District to meet its future obligations.

Less change in the Cameron Avenue area suggests less pressure on Cameron Avenue itself, thus allowing it more possibility of handling future traffic from the direction of Smith Level Road and Merritt Mill Road. This being the case, this alternative sees the necessity of extending McCauley Street as less crucial. At the same time it sees the need of considerably improving the quality and capacity of Merritt Mill Road ② .

With limited east-west access, there being none available between Cameron Avenue and N.C. 54 Bypass, the capacity of the main north-south connector becomes more crucial. The improvement of Pittsboro Street and its extension through the Central Business District as a part of the Thoroughfare Plan ③ serves in this alternative as an important means of channeling traffic which might otherwise have used McCauley Street from Cameron Avenue and West Franklin Street to the ever-growing southern part of the UNC campus.

There is also reason to suspect that if the Central Business District does not grow southward it may therefore grow northward making this north-south element of the Thoroughfare Plan that much more significant.

Another possibility is that growth of the Central Business District may not keep pace with growth of the general population. This may be because it will tend to limit itself to certain types of goods and services and leave some of its present functions, particularly those related to the everyday needs of the population such as groceries, drugs, cleaning services and automotive services, to new, easily accessible (and well-designed) centers serving the various major residential areas of town. Such a commercial area is shown in this alternative on Pittsboro Road just north of the bypass ④ . If such an area is to be shown in any of the alternatives the logic seems to be greater for Alternative A. It may be, however, that a location further south on Pittsboro Road, in area E of this series of Small Area Development Alternatives, would best serve the long-range needs of Chapel Hill.

Pittsboro Road itself is shown as considerably straightened between this proposed local shopping center and downtown Chapel Hill ⑤ .

The above-mentioned shopping center presupposes considerable increased residential development in the area of Morgan Creek and to the south. Some of this is shown just off the bypass, between it and Morgan Creek just to the west of Pittsboro Road ⑥ . Because of the sharp drop down from the bypass to this land, and the open visibility of the land from the bypass, it is suggested that access to this area be from Pittsboro Road ⑦ and that parking be concealed, across the creek, if possible.

With much of the area south of the bypass developing, presumably very likely at such time as a major sewage outfall line may be placed along the creek, and with McCauley Street not being extended to connect to Merritt Mill Road, development along Pritchard Branch is seen as limited to some single-family homes, generally leaving the stream itself undisturbed ⑧ . Multi-family development may, of course, take place closer to Merritt Mill Road itself and outside the present study area.

Any investigation of this total area must consider the fraternity-sorority situation and each alternative should present some possible solution. This alternative re-introduces the idea of a single block fraternity court close to the campus in the block bounded by Cameron Avenue, Ransom Street, McCauley Street, and Pittsboro Road (which will be the main thoroughfare) ⑨ . This is close enough to alleviate the tendency to drive to the vicinity of the campus. Much of the land is already in University hands and some of it already devoted to fraternity and sorority use.

ALTERNATIVE B

In Alternative B uses related to the Central Business District are introduced into a large part of the area between West Franklin Street and Cameron Avenue ① , in general leaving the area along Cameron Avenue itself residential in nature. In this alternative, however, these uses are seen as limited to ones which might make better neighbors to residents of single-family homes, even though not ideal neighbors. These are such uses as offices and required or commercial off-street parking areas rather than filling stations, restaurants, or other trade or service establishments which tend to produce a continual coming and going of traffic and which tend to maintain evening hours and use attention-getting devices, also often in the evening.

Because of the present narrowness of the north-south streets serving this area such an extension of business uses may necessitate adjustments in the pattern or capacities of streets serving the area, and some additional connector streets are shown in this alternative ② .

The assumption in this alternative with regard to fraternities is that whatever means is found to handle expansion of fraternities in the future will involve development in some other section of Chapel Hill. If anything, there may be a thinning out of fraternities in this study area. It seems quite probable that as one fraternity finds itself cramped for space and moves to a new location elsewhere in town, a neighboring fraternity, also cramped for space or wishing to expand, will acquire the vacated land.

With Cameron Avenue providing much of the access to new business expansion it seems reasonable to supplement it as an east-west link with an extended McCauley Street tying in to Merritt Mill Road ③ . Thus, traffic which presently comes to the campus from areas south and southwest of Carrboro and increasing future traffic with the same intentions will be led more directly to its goal by way of McCauley Street, leaving Cameron Avenue free for other chores.

Such a direct tie to the campus from the area generally south and east of Merritt Mill Road is seen in this scheme as leading to a dense residential development in this area generally in the form of multi-family housing ④ . Although the bulk of this would be outside the study area, it would tend to back onto Pritchard Branch, which forms the western boundary of the study area, and thus affects the use to which land on either side of the branch may be put.

In this alternative the tendency to develop Chapel Hill in a westerly direction, both by the development of multi-family units in the Merritt Mill Road area along with direct access to this area, and by the development of much of the future business area to the west of Columbia Street has de-emphasized the need for an improved north-south thoroughfare through the downtown. Consequently, Columbia Street is shown as continuing to meet this need.

Development on South Columbia Street and on Pittsboro Road is only moderate, thus relating to this de-emphasis on the north-south route. Development south of Morgan Creek can nevertheless be expected to increase the traffic load on Pittsboro Road which may serve as a discouragement to any further residential development on the winding section of that road between the bypass and the University.

Looking to a time when many areas which are now thought of as "out in the country" will be thought of as Chapel Hill proper, it may be desirable to decide in the near future where open space should be maintained in Chapel Hill. Land undeveloped now is much easier to acquire than it will be after it is developed or after it becomes part of a rapidly developing area. In the area under study such a piece of land might be the flat area between Morgan Creek and the bypass and west of Pittsboro Road ⑤ . Alternative B shows this land with its field of daisies and the trees lining Morgan Creek, as just such a break in surrounding development.

Part of the above-mentioned surrounding development is shown across from this "park" on the north side of the bypass ⑥ . Multi-family and/or single-family development here is shown as tying in with development already discussed near Pritchard Branch.

Development near Pritchard Branch suggests some sort of local street tie-in to the system of streets which grow off the west side of Pittsboro Road ⑦ , although it is imagined that the bulk of the residential units in this area would still find the Merritt Mill Road-McCauley Street link the most direct.

Although just out of the study area, an extension of Merritt Mill Road straight down to the bypass ⑧ is shown in this alternative, an element which is in the Thoroughfare Plan.

ALTERNATIVE C

Alternative C sees the downtown business uses of Chapel Hill as being extended outside the present Central Business District by means of specific designed areas for trade, offices, high density housing or some combination of all of these ① . The development of University Square will give the town some opportunity to evaluate the desirability of expanding the downtown in this fashion.

Presumably if this is done, access to these new areas could be off West Franklin Street, as it is in University Square. What specific proposals may be brought before the town in the future can only be guessed at. Although it is possible to weigh the feasibility of this approach now, the merits of any particular proposal would have to be considered at the time it is set forth. Any present acceptance of the basic idea of extending the downtown in this fashion would not necessarily mean the acceptance of all specific future proposals for development. To insure against such future decisions being arbitrary and not promoting the original goals of this approach perhaps some sort of standards, such as those already developed in the Special Use section of the Zoning Ordinance, should be created.

Closely tied in with such an approach to business uses could be the use of fraternity courts in this area ② to allow for the expansion of fraternities and sororities and for meeting their parking needs. In many cases fraternity courts and unified business-type developments might make particularly good neighbors, neither being as disturbing to the other as either would be to residents of single-family areas.

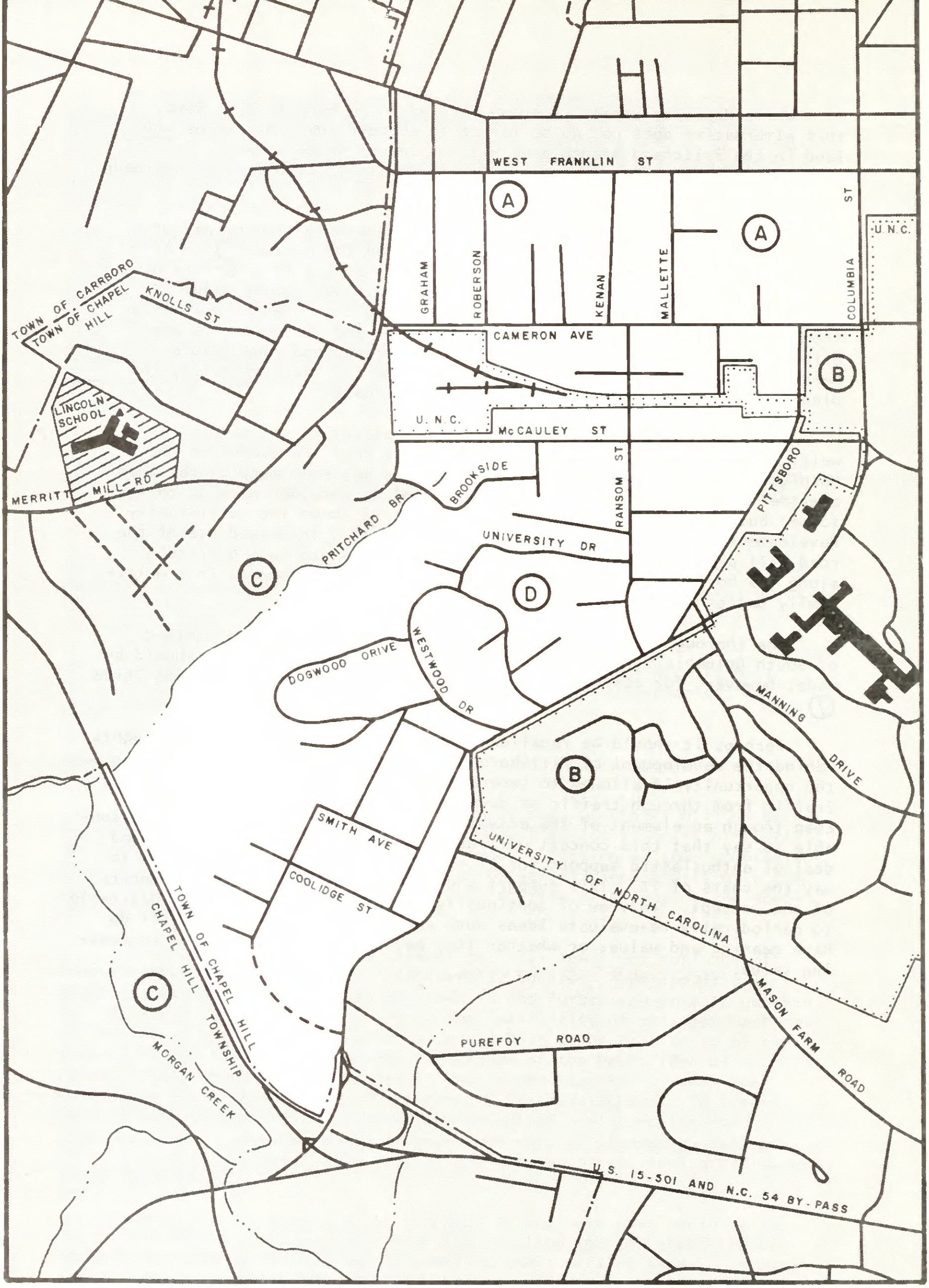
While McCauley Street is shown as tied in to Merritt Mill Road, this alternative does not go so far as to suggest that this means all land in the Pritchard Branch area will or should be developed. It suggests, instead, that land along Pritchard Branch itself be maintained as public open space ③ .

The above open space can also serve as a pathway link by way of a pedestrian tunnel ④ to a recreational area on the bypass ⑤ . A problem that comes up, and one that frequently arises in a variety of contexts, is that of crossing the road. Major roads become major determinants of the form of a community because they prevent activities from carrying over from one side to the other, and yet rarely is any effort made at the time of construction to foresee and meet future need for linking both sides of such roads, and for the flexibility in planning the total community which it could create.

The bypass may serve as something of a psychological barrier as well. For someone desiring to live somewhere near the campus or the hospital, apartments just north of the bypass may seem much closer than apartments just south of the bypass. One might consider walking to the former but not to the latter. This alternative shows the multi-family development in this area near Pittsboro Road ⑥ . Increased use of the road will probably make single-family living less and less desirable along its borders and may open the way for its redevelopment in a multi-family pattern.

The thoroughfare is seen as extending up Pittsboro Road instead of South Columbia Street, as in Alternative A. Some provision should be made, however, for easy access between Pittsboro Street and Manning Drive ⑦ .

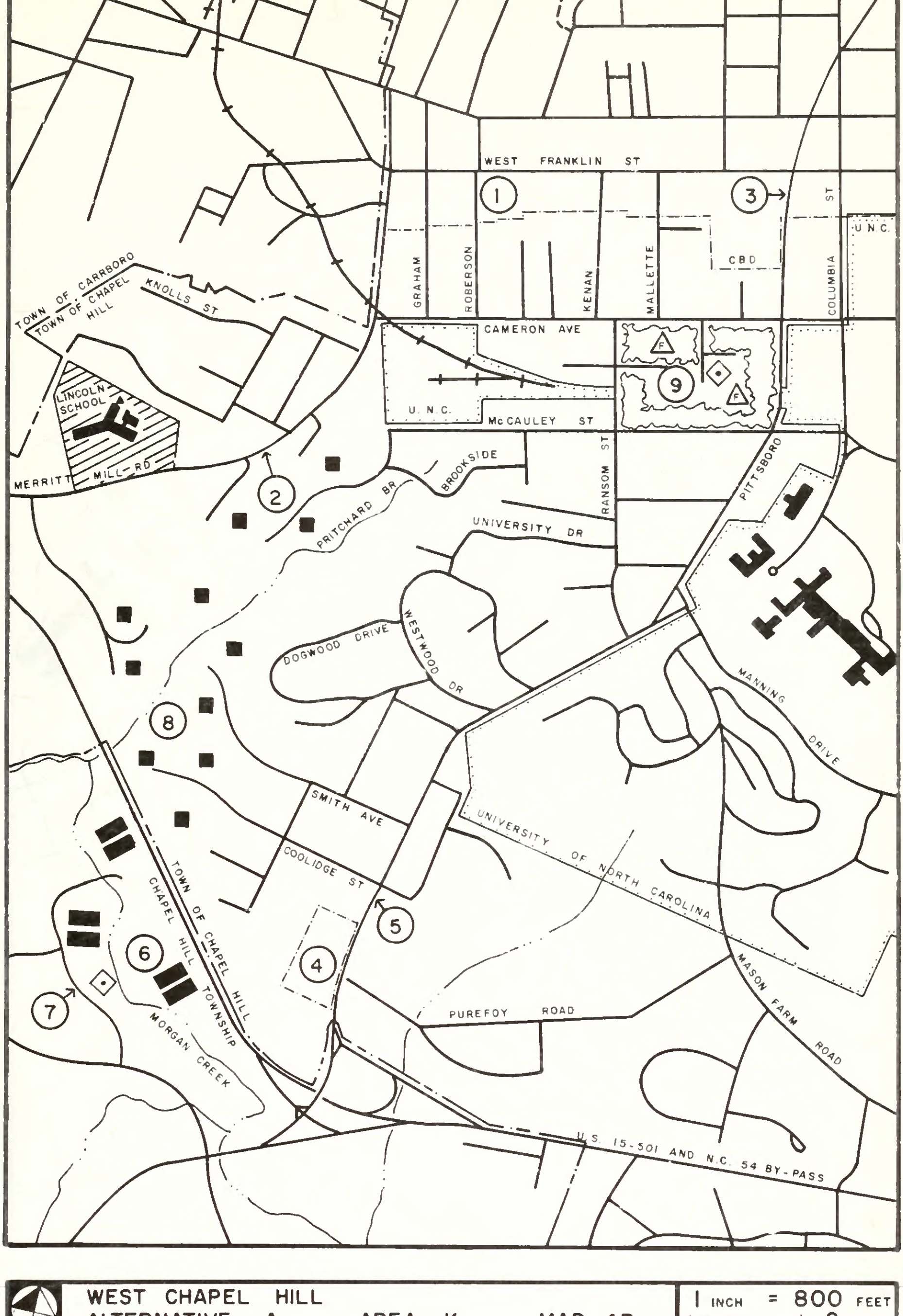
Perhaps it should be recalled here that one of the original thoughts behind the development of Pittsboro Street as a major thoroughfare was the opportunity it allowed to separate campus bound and hospital bound traffic from through traffic or downtown to residential area traffic. Even though an element of the accepted Thoroughfare Plan, it seems reasonable to say that this concept will never be materialized without a good deal of enthusiastic support for it - that is, without a willingness to pay the costs of it. This support should grow basically from the merits of the concept. In view of continually changing conditions it is desirable to periodically re-evaluate ideas such as these to see if they still do have meaning and value, or whether they may have developed new or increasing value.


WEST FRANKLIN ST
A
A
GRAHAM
ROBERSON
KENAN
MALLETTE
COLUMBIA ST
U.N.C.
CAMERON AVE
B
U. N. C.
McCAULEY ST
TOWN OF CARRBORO
TOWN OF CHAPEL HILL
KNOLLS ST
LINCOLN SCHOOL
MERRITT MILL RD
BROOKSIDE
PRITCHARD BR
RANSOM ST
PITTSBORO
UNIVERSITY DR
C
D
DOGWOOD DRIVE
WESTWOOD DR
MANNING DRIVE
B
SMITH AVE
COOLIDGE ST
UNIVERSITY OF NORTH CAROLINA
TOWN OF CHAPEL HILL
CHAPEL HILL TOWNSHIP
C
MORGAN CREEK
PUREFOY ROAD
MASON FARM ROAD
U.S. 15-501 AND N.C. 54 BY-PASS

WEST CHAPEL HILL
EXISTING SITUATION AREA K MAP 42

1 INCH = 800 FEET
.2 MILES

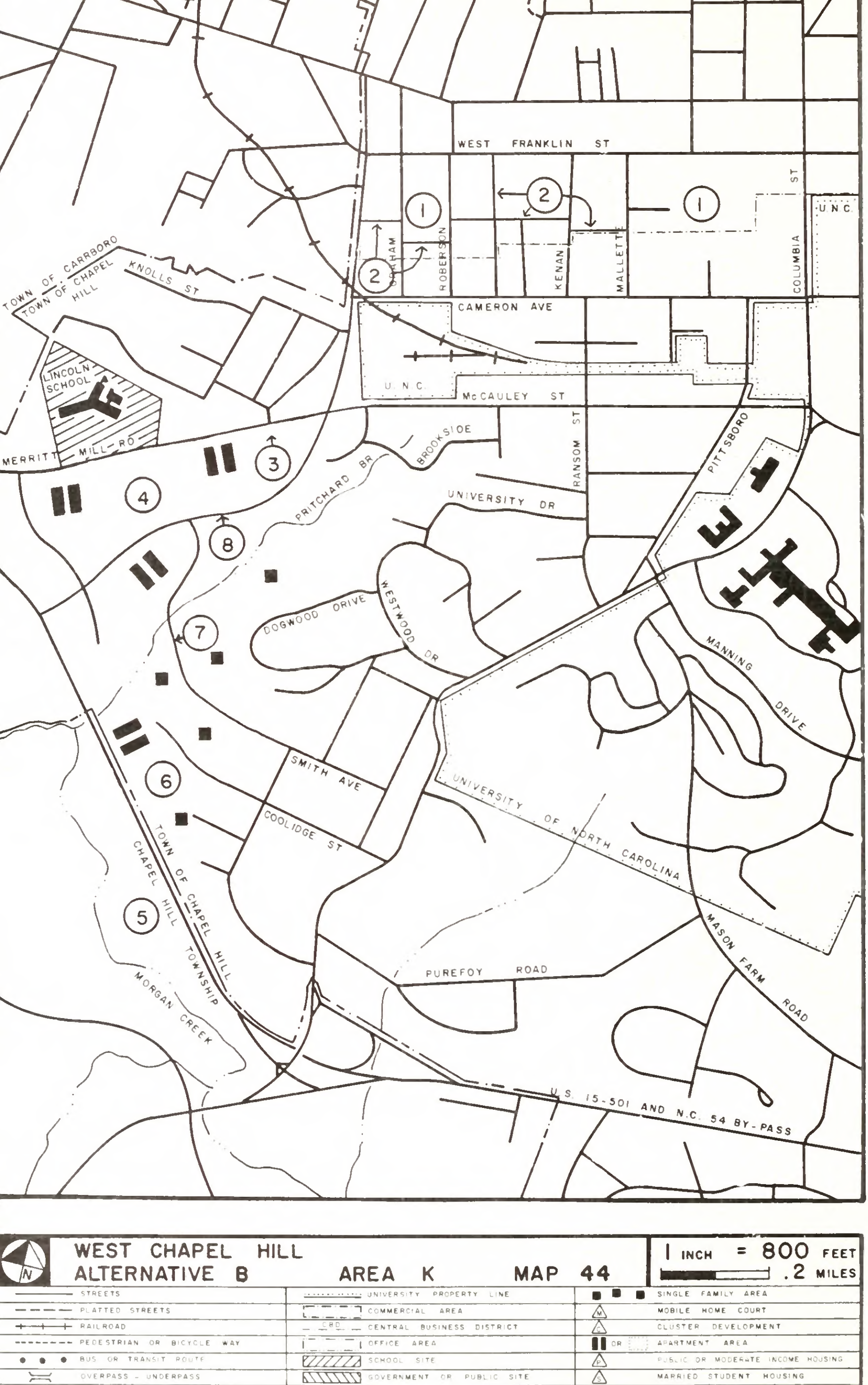
———	STREETS	······	UNIVERSITY PROPERTY LINE	■ ■ ■	SINGLE FAMILY AREA
— — —	PLATTED STREETS	⬚	COMMERCIAL AREA	△M	MOBILE HOME COURT
—+—+—	RAILROAD	CBD	CENTRAL BUSINESS DISTRICT	△C	CLUSTER DEVELOPMENT
- - - - -	PEDESTRIAN OR BICYCLE WAY	⬚	OFFICE AREA	▮▮ OR ⬚	APARTMENT AREA
● ● ●	BUS OR TRANSIT ROUTE	▨	SCHOOL SITE	△P	PUBLIC OR MODERATE INCOME HOUSING
⌒⌣	OVERPASS - UNDERPASS	▧	GOVERNMENT OR PUBLIC SITE	△S	MARRIED STUDENT HOUSING
—o—o—	SEWER LINE		OPEN SPACE OR RECREATION	△D	DORMITORIES
∿	STREAM OR BODY OF WATER		SCREENING OR LANDSCAPING	△F	FRATERNITIES - SORORITIES
—·—·—	TOWN LIMITS		GOLF COURSE	■ □	BUILDINGS
—··—	COUNTY LINE	◇	PARKING AREA	⬡C	COLISEUM
—··—	PLANNING DISTRICT LINE	◆	PARKING STRUCTURE	⑤ Ⓑ	REFERENCE FROM TEXT


WEST FRANKLIN ST
①
③
COLUMBIA ST
U.N.C.
CBD
GRAHAM
ROBERSON
KENAN
MALLETTE
CAMERON AVE
F
⑨
F
U.N.C.
McCAULEY ST
RANSOM ST
PITTSBORO
TOWN OF CARRBORO
TOWN OF CHAPEL HILL
KNOLLS ST
LINCOLN SCHOOL
MERRITT MILL RD
②
BROOKSIDE
PRITCHARD BR
UNIVERSITY DR
DOGWOOD DRIVE
WESTWOOD DR
MANNING DRIVE
⑧
SMITH AVE
COOLIDGE ST
⑤
④
UNIVERSITY OF NORTH CAROLINA
TOWN OF CHAPEL HILL
CHAPEL HILL TOWNSHIP
⑥
⑦
MORGAN CREEK
PUREFOY ROAD
MASON FARM ROAD
U.S. 15-501 AND N.C. 54 BY-PASS

WEST CHAPEL HILL
ALTERNATIVE A AREA K MAP 43

1 INCH = 800 FEET
.2 MILES

———	STREETS	┈┈┈	UNIVERSITY PROPERTY LINE	■ ■ ■	SINGLE FAMILY AREA
— — —	PLATTED STREETS	⌐ ‒ ¬	COMMERCIAL AREA	Ⓜ	MOBILE HOME COURT
—+—+—+—	RAILROAD	_ CBD _	CENTRAL BUSINESS DISTRICT	Ⓒ	CLUSTER DEVELOPMENT
- - - - -	PEDESTRIAN OR BICYCLE WAY	⌐ ‒ ¬	OFFICE AREA	▮▮ OR ┈	APARTMENT AREA
● ● ●	BUS OR TRANSIT ROUTE	▨	SCHOOL SITE	Ⓟ	PUBLIC OR MODERATE INCOME HOUSING
⌣⌢	OVERPASS - UNDERPASS	▧	GOVERNMENT OR PUBLIC SITE	Ⓢ	MARRIED STUDENT HOUSING
—o—o—	SEWER LINE	∿	OPEN SPACE OR RECREATION	Ⓓ	DORMITORIES
∿	STREAM OR BODY OF WATER	∿∿	SCREENING OR LANDSCAPING	Ⓕ	FRATERNITIES - SORORITIES
—·—·—	TOWN LIMITS	◦	GOLF COURSE	■ □ ■	BUILDINGS
—··—	COUNTY LINE	◈	PARKING AREA	Ⓒ	COLISEUM
—┈—	PLANNING DISTRICT LINE	◆	PARKING STRUCTURE	⑤ Ⓑ	REFERENCE FROM TEXT


WEST FRANKLIN ST
ST
U.N.C.
①
②
①
②
②
GRAHAM
ROBERSON
KENAN
MALLETT
COLUMBIA
CAMERON AVE
U. N. C.
McCAULEY ST
TOWN OF CARRBORO
TOWN OF CHAPEL HILL
KNOLLS ST
LINCOLN SCHOOL
MERRITT MILL RD
③
④
BROOKSIDE
PRITCHARD BR
RANSOM ST
UNIVERSITY DR
PITTSBORO
⑧
⑦
DOGWOOD DRIVE
WESTWOOD DR
MANNING DRIVE
SMITH AVE
COOLIDGE ST
⑥
UNIVERSITY OF NORTH CAROLINA
TOWN OF CHAPEL HILL
CHAPEL HILL TOWNSHIP
⑤
MORGAN CREEK
PUREFOY ROAD
MASON FARM ROAD
U.S. 15-501 AND N.C. 54 BY-PASS

N

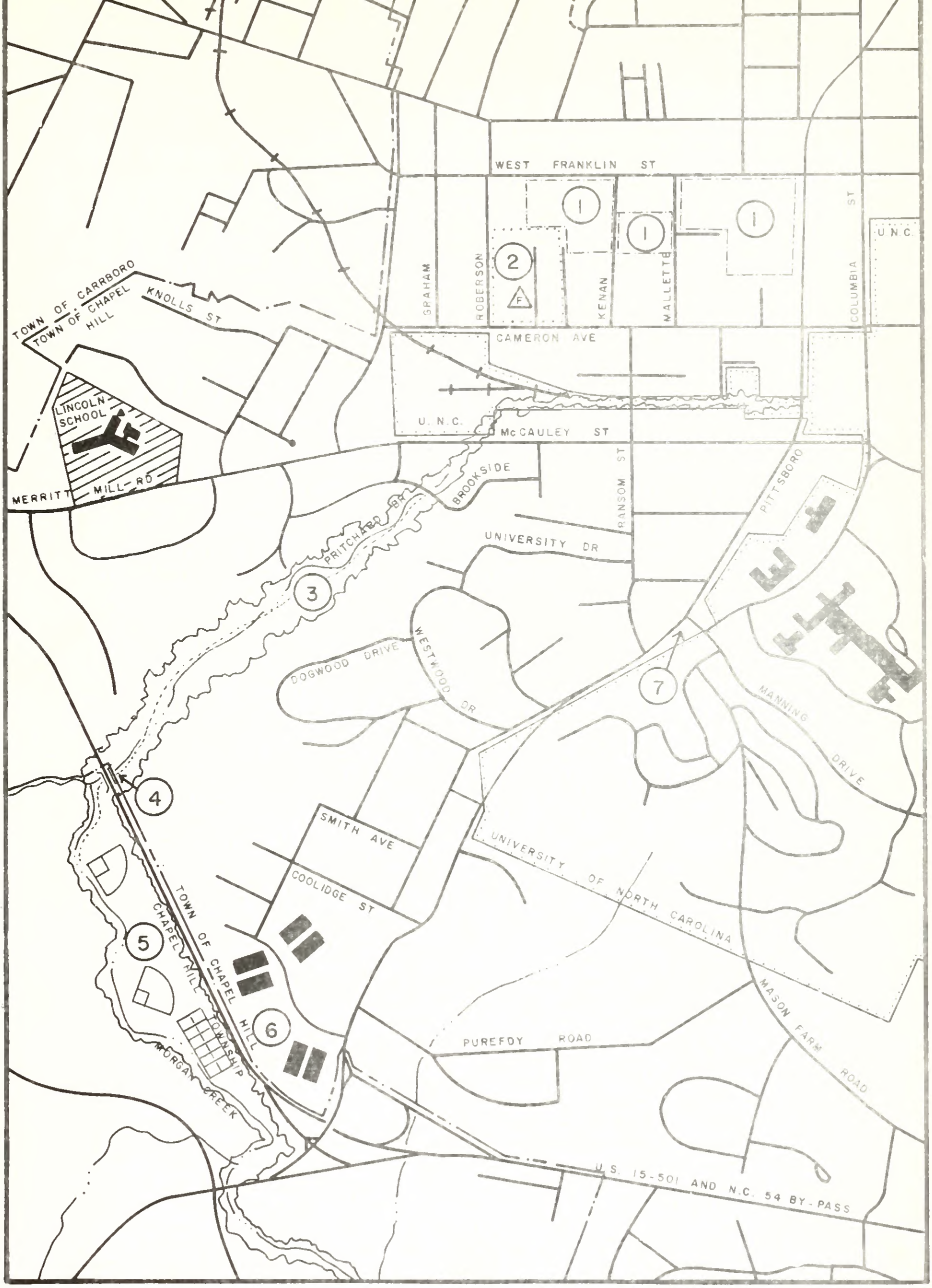
WEST CHAPEL HILL
ALTERNATIVE B AREA K MAP 44

1 INCH = 800 FEET
.2 MILES

STREETS
PLATTED STREETS
RAILROAD
PEDESTRIAN OR BICYCLE WAY
BUS OR TRANSIT ROUTE
OVERPASS - UNDERPASS
SEWER LINE
STREAM OR BODY OF WATER
TOWN LIMITS
COUNTY LINE
PLANNING DISTRICT LINE

UNIVERSITY PROPERTY LINE
COMMERCIAL AREA
CBD CENTRAL BUSINESS DISTRICT
OFFICE AREA
SCHOOL SITE
GOVERNMENT OR PUBLIC SITE
OPEN SPACE OR RECREATION
SCREENING OR LANDSCAPING
GOLF COURSE
PARKING AREA
PARKING STRUCTURE

■ ■ ■ SINGLE FAMILY AREA
△M MOBILE HOME COURT
△C CLUSTER DEVELOPMENT
▮▮ OR ⬚ APARTMENT AREA
△P PUBLIC OR MODERATE INCOME HOUSING
△S MARRIED STUDENT HOUSING
△D DORMITORIES
△F FRATERNITIES - SORORITIES
■ □ ■ BUILDINGS
Ⓒ COLISEUM
⑤ Ⓑ REFERENCE FROM TEXT


WEST FRANKLIN ST
GRAHAM
ROBERSON
KENAN
MALLETTE
COLUMBIA ST
U.N.C.
CAMERON AVE
U. N. C.
McCAULEY ST
TOWN OF CARRBORO
TOWN OF CHAPEL HILL
KNOLLS ST
LINCOLN SCHOOL
MERRITT MILL RD
BROOKSIDE
PRITCHARD DR
RANSOM ST
PITTSBORO
UNIVERSITY DR
DOGWOOD DRIVE
WESTWOOD DR
MANNING DRIVE
SMITH AVE
COOLIDGE ST
UNIVERSITY OF NORTH CAROLINA
TOWN OF CHAPEL HILL
CHAPEL HILL TOWNSHIP
MORGAN CREEK
PUREFOY ROAD
MASON FARM ROAD
U.S. 15-501 AND N.C. 54 BY-PASS
1
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7

WEST CHAPEL HILL
ALTERNATIVE C AREA K MAP 45

1 INCH = 800 FEET
.2 MILES

STREETS	UNIVERSITY PROPERTY LINE	SINGLE FAMILY AREA
PLATTED STREETS	COMMERCIAL AREA	MOBILE HOME COURT
RAILROAD	CBD CENTRAL BUSINESS DISTRICT	CLUSTER DEVELOPMENT
PEDESTRIAN OR BICYCLE WAY	OFFICE AREA	OR APARTMENT AREA
BUS OR TRANSIT ROUTE	SCHOOL SITE	PUBLIC OR MODERATE INCOME HOUSING
OVERPASS - UNDERPASS	GOVERNMENT OR PUBLIC SITE	MARRIED STUDENT HOUSING
SEWER LINE	OPEN SPACE OR RECREATION	DORMITORIES
STREAM OR BODY OF WATER	SCREENING OR LANDSCAPING	FRATERNITIES - SORORITIES
TOWN LIMITS	GOLF COURSE	BUILDINGS
COUNTY LINE	PARKING AREA	COLISEUM
PLANNING DISTRICT LINE	PARKING STRUCTURE	Ⓢ Ⓑ REFERENCE FROM TEXT

(Set of alternatives as originally presented on February 6, 1968)

That area bounded on the north by Franklin Street, on the east by Boundary Street, Country Club Road, Ridge Road and The Meeting of the Waters, on the south by U.S. 15-501 Bypass, and on the west by Pittsboro Road and Columbia Streets. The bulk of this area consists of the main campus of the University of North Carolina.

EXISTING SITUATION

The campus of the University of North Carolina at Chapel Hill, as it now exists, occupies almost the whole of this study area. What remains between it and U.S. 15-501 Bypass is primarily single-family residential use.

The campus itself has several main sub-areas including the basic core of classroom buildings Ⓐ, the dormitory areas primarily along the eastern side of the campus Ⓑ, the athletic facilities areas Ⓒ, some of the fraternity development Ⓓ, the rapidly expanding medical area Ⓔ, and open space areas such as McCorkle Place Ⓕ, Polk Place Ⓖ, the Arboretum Ⓗ, Battle Park Ⓘ, Coker Pinetum Ⓙ.

THE ALTERNATIVES

While this means that for the most part this set of alternatives will be considering various possibilities for the future of this campus, it should be recognized from the start that really meaningful campus planning must take into consideration much more information in the area of quantities and types of future demand than it is possible for a study of this kind to assimilate. As a result, these alternatives will focus primarily on locational relationships within the campus area and on those points where the handling of campus problems will most noticeably affect the surrounding community.

The most essential differences between alternatives may be summarized as follows:

Alternative A - campus expansion primarily to the southern part of the campus

Alternative B - increased development and campus density primarily north of South Road

Alternative C - extension of campus land eastward and expansion of facilities in this direction

ALTERNATIVE A

Of the three alternatives, Alternative A envisions the least change in the present road system and yet several additions or changes may be noted. From the standpoint of townwide traffic patterns the most significant is the one-way traffic flow north on Columbia Street from Manning Drive northwards ①, an arrangement based on the assumption that Pittsboro Street will be continued north of Cameron Avenue to serve south-bound traffic. Such an arrangement would ease the problem of street crossing in the area of Memorial Hospital and elsewhere, would handle ever increasing quantities of traffic without necessitating street widenings at the Carolina Inn and along Pittsboro Street, and would fit in well from the point of view of traffic movement with a similar one-way treatment of Franklin and Rosemary Streets. To handle this same traffic, it is assumed that Pittsboro Road from Manning Drive to the Bypass ② would also be improved, with some possible trimming of the present curves.

The road presently running from near the Rams Head Parking Lot to the Bell Tower is here adjusted to meet South Road at Raleigh Street ③, thus connecting the South Campus dormitory area more directly with Franklin Street, while at the same time greatly improving both the vehicular and pedestrian movement patterns in the area of the Bell Tower.

Other road pattern changes are shown to accommodate new development in the South Campus area and include a straightening of Manning Drive in the area of the hospital ④ and a re-routing of Mason Farm Road ⑤ near their junction, as well as the creation of two new roads between Manning Drive and Mason Farm Road ⑥ to provide access to proposed dormitory, fraternity and parking area developments which will be discussed later.

The recent study of University parking needs would suggest the need, in ten years time, for some sixty acres of parking. The areas which might be made available to meet this need are extremely limited in the northern part of the campus. This alternative consequently sees substantial acreage of presently undeveloped land at the southern part of the campus being converted to parking ⑦. Much of this would be related to the extension of medical facilities but other new parking areas would serve new dormitory development. Almost all new residential expansion ⑧ is seen as taking place at the southern end of the campus, including new fraternity court areas to the north of Mason Farm Road ⑨, in part because of the difficulty of supplying nearby parking for dormitories more centrally located. In fact, even parking for such more centrally located dormitories as do exist is shown at the south end of the campus.

One feature which makes the more remote location of both new dormitories and parking for all campus residents more feasible is the presence of an automated transit system, a concept introduced in the preliminary report made for the University on parking needs. While the route shown here ⑩ is not precisely that of the report, it follows the same basic principles, connecting more remote parking, residential and medical areas with the heart of the old campus and, thereby, the downtown area. This would probably be some continuously moving system following a circular route possibly being below ground level in some areas. It seems likely that such a system, though costly to install, might avoid the necessity which other systems, such as a bus system, would have of providing a great deal of equipment for a few peak periods of the day, most of which would lie idle at all other times.

Related to the shift southward in residential facilities is the development of much of the anticipated new academic facilities south of South Road, between the present campus and new dormitory development. The new Law School and many departments related to the medical field are already so located, and other facilities are seen here as filling in areas between Kenan Stadium and South Road ⑪ as well as between the stadium and the hospital ⑫. With the exception of the Bell Tower and Rams Head parking lots these areas will be pedestrian in nature and have the further advantage of being close to new library, student union and dining facilities, with access via the transit system to most other areas.

It should be noted that, for better or for worse, any full utilization of University property will place Kenan Stadium at the geographic heart of the campus. It follows that new developments in this area, incongruous as they may seem in relation to the Stadium, will share this advantage. However, since the area is presently heavily wooded, an effort should be made in any future construction in the area to see to it that most trees not actually located on building sites, and particularly those close to the Stadium, be preserved ⑬ A system of green pedestrian ways is envisioned here as radiating out from this central area, northward to the old campus, southward to the dormitory and married student housing areas and westward to the expanding medical facilities area ⑭ . Other green areas existing today such as the Arboretum, Battle Park and the Coker Pinetum remain unchanged.

This alternative shows a variation of the University's plan for expansion of the medical area necessitated by the retention of South Columbia Street. Possible treatments of this expansion are shown in only a general way in these three alternatives, suggesting the total area covered rather than the possible shapes and sizes of a great many individual structures. The scheme in Alternative B resembles most closely the plan being followed by the University, with an effort being made in the others to match it quantitatively with basic differences being related to possible alternative road patterns.

A final feature of Alternative A is a new field house, located in the area between Carmichael Auditorium and the Institute of Government ⑮ . It might be designed so that it could be expanded at a later time if necessary. While only moderately close to new parking lots on what was recently Emerson Field and what is presently Navy Field, this location would remain convenient for large numbers who could still arrive on foot. In the process of this and other expansion envisioned in this alternative some facilities, such as intra-mural and practice playing fields, or any additional married student housing would probably find locations on other University land, possibly in the vicinity of Horace Williams Airport.

ALTERNATIVE B

In contrast to Alternative A, this alternative plans for much additional development on the northern part of the campus. The construction of new classroom facilities between South Road and Franklin Street and also of the bulk of new dormitory facilities is closely interrelated with most of the other features of Alternative B, such as the emphasis on parking structures ① , the extension of Country Club Road to Boundary Street ② and the closing of Cameron Avenue ③ , the impinging upon some of the traditionally accepted green spaces, and the development of a system of bus service.

New academic facilities appear in concentration on Emerson Field and just to the north replacing the temporary white wooden structures and Caldwell, Carr and Bynum Halls, or tying in to them, in the manner of the new construction of Davie Hall ④ . Other possible major facilities are shown on the western edge of the Arboretum ⑤ , on Columbia Street next to the Ackland Museum ⑥ , and along Franklin Street between Vance-Battle-Pettigrew and Graham Memorial ⑦ . The latter would block off McCorkle Place from Franklin Street traffic creating an enclosed area more in the style of Polk Place. The desirability of the increased isolation thus created is extremely questionable, but a particularly obnoxious commercial development across Franklin Street at some future time could make a difference.

In spite of the recent trend to move student housing southward, there is much to be said for a more central location with respect to both classroom locations and the downtown business district. A student who can walk downtown won't have to drive there. The popularity of

is a bus route following a figure-eight pattern through or past the Law School, the dormitories, the married student area and the medical center on the south, and the main campus and downtown on the north ㉓ . Such a system could be applied to Alternative A as well. There it would include the large but remote parking lots in its coverage. A third link between north and south is made by two pedestrian bridges over South Road, one at the northern end of the medical area mall ㉔ and another near the student union building ㉕ .

The availability of bus transportation would be essential if any future coliseum for athletic events were to be located off the present campus, and for that reason, it is in this alternative that such a coliseum along with other athletic facilities, has been placed on other University property in the vicinity of Finley Golf Course.

Finally, and perhaps most crucial of all to further construction in the already densely developed part of the campus, Alternative B proposes that almost all new parking be created in parking structures rather than in open lots. If structures, similar to that proposed in the University's recent study were used, the needs of ten years hence could be met on about twenty acres instead of on sixty, as in Alternative A. In addition to the forty acres saved, which could be used for other purposes or left open, or which would permit less reliance on high-rise construction, parking structures would permit more parking right where it is needed. Sites shown here include several in the medical area, including the conversion of the Bell Tower lot into a structure, one at the present site of the Tin Can, one behind Carroll Hall, one next to McIver Dormitory, one behind Cobb on the present site of the tennis courts (which would be moved to the area between Carmichael Auditorium and the Institute of Government), and one off Old Fraternity Row with an entrance from Franklin Street, but so designed as to include stores facing Franklin Street itself ① .

ALTERNATIVE C

The tendency in Alternative C is toward more development on the eastern edge of the University's property. This proposal is in part based on the assumption of the acquisition by the University of the present Chapel Hill Country Club property ① and its conversion to student housing, primarily for married students, or in the form of new fraternity areas. New dormitories are also envisioned in this general direction, one where the present baseball diamong is located ② but with the main emphasis on a cluster of high-rise dormitories off South Road opposite the cemetery 3 .

While some new classroom facilities are shown at various places on the old campus where they will relate to existing facilities, much new classroom construction is also seen just below South Road near these new residential areas ④ , while also within walking distance of the older part of the campus. It is possible that a mixture of academic and residential facilities could be created across from the cemetery, the dormitory areas rising above a complex of other facilities which could even include parking below. Concentration of new facilities in this area would do much to place the new library ⑤ and student union facilities ⑥ at the focal point of campus activity.

While new parking, in a mixture of lots and structures, is shown to serve this area at the old Emerson Field site and on the present athletic fields between Ridge Road and South Road, good pedestrian access to and through this area is necessary. An important pedestrian way is shown from the new married student area, past the Law School and other new classroom facilities and under South Road to the student union area ⑦ .

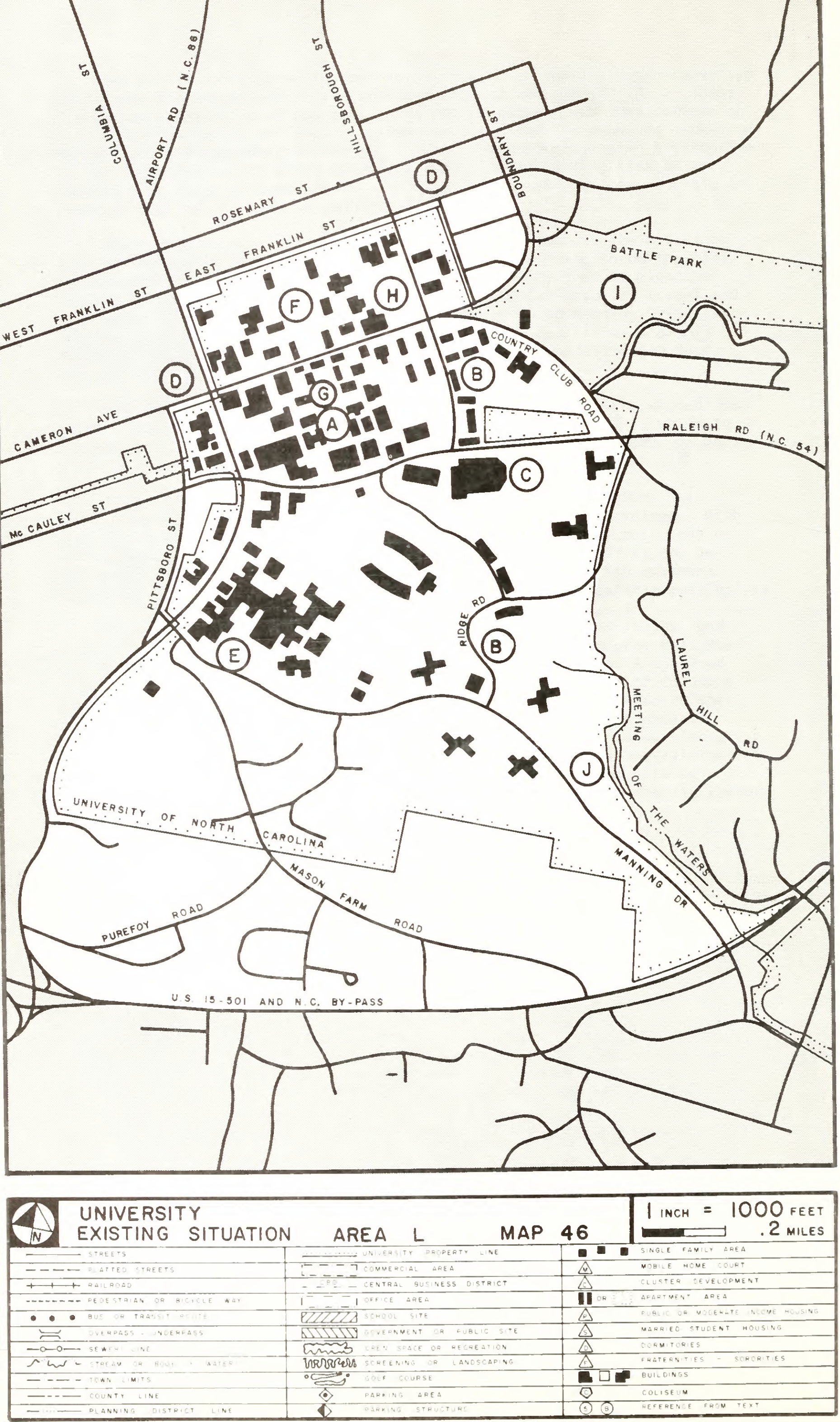
New athletic fields would have to be created to replace those converted above, and are shown here at the southern edge of the campus ⑧ . These fields, and adjacent parking, are linked to the campus by a road connecting Otey's Road at Mason Farm Road with Manning Drive and the proposed link from Manning Drive to Boundary Street ⑨ . With no proposals, as in Alternative B, for dormitory construction in Battle Park, the connecting link between Country Club Road and Boundary Street is shifted as far west as possible to leave as much of the park as possible in one piece.

The expanding hospital complex is also shifted more to the east (and less to the south) with Columbia Street seen as continuing to be the main north-south axis through Chapel Hill. The possibility that it might be located below grade for some distance between Memorial Hospital itself and the School of Public Health is shown here ⑩ . While Manning Drive is shifted to become the southern limit of the medical facilities area ⑪ , Mason Farm Road continues through to the intersection of Pittsboro Road and South Columbia Street ⑫ .

Two apartment houses for married students are shown in the wooded area south of this new Manning Drive and north of Chase Avenue ⑬ , while to the east at the intersection of Manning Drive and Mason Farm Road, on an area now occupied by temporary housing, is a small shopping area ⑭ .

A new coliseum is envisioned on the present site of the Rams Head Parking Lot ⑮ with the wooded open space in this area maintained. With improved north-south access both to the east and west of the main body of the campus, the small road linking Ridge Road with South Road at the Bell Tower ⑯ has been eliminated making uninterrupted pedestrian movement from the Institute of Government to the School of Public Health a possibility.

All this has necessitated some additional minor changes in the road pattern. One such change is the elimination of a loop on Laurel Hill Road and the crossing of it in this same area with an extension of Ridge Road into the married student area ⑰ . Another is the widening of Columbia Street between McCauley Street and Cameron Avenue at some expense to the adjacent property. A third is the extension east of Cameron Avenue to meet Boundary Street at a right angle and necessitating the conversion of Senlac Road into a cul-de-sac ⑱ . A final possibility is the elimination of Cameron Avenue as a through street in the campus area, possibly by requiring some sort of permit to be shown at the entrances to the old campus at Columbia Street and at Raleigh Street ⑲ .



UNIVERSITY
EXISTING SITUATION AREA L MAP 46

COLUMBIA ST
AIRPORT RD (N.C. 86)
HILLSBOROUGH ST
BOUNDARY ST
ROSEMARY ST
EAST FRANKLIN ST
WEST FRANKLIN ST
CAMERON AVE
Mc CAULEY ST
PITTSBORO ST
BATTLE PARK
COUNTRY CLUB ROAD
RALEIGH RD (N.C. 54)
RIDGE RD
LAUREL HILL RD
MEETING OF THE WATERS
MANNING DR
UNIVERSITY OF NORTH CAROLINA
MASON FARM ROAD
PUREFOY ROAD
U.S. 15-501 AND N.C. BY-PASS
A
B
C
D
E
F
G
H
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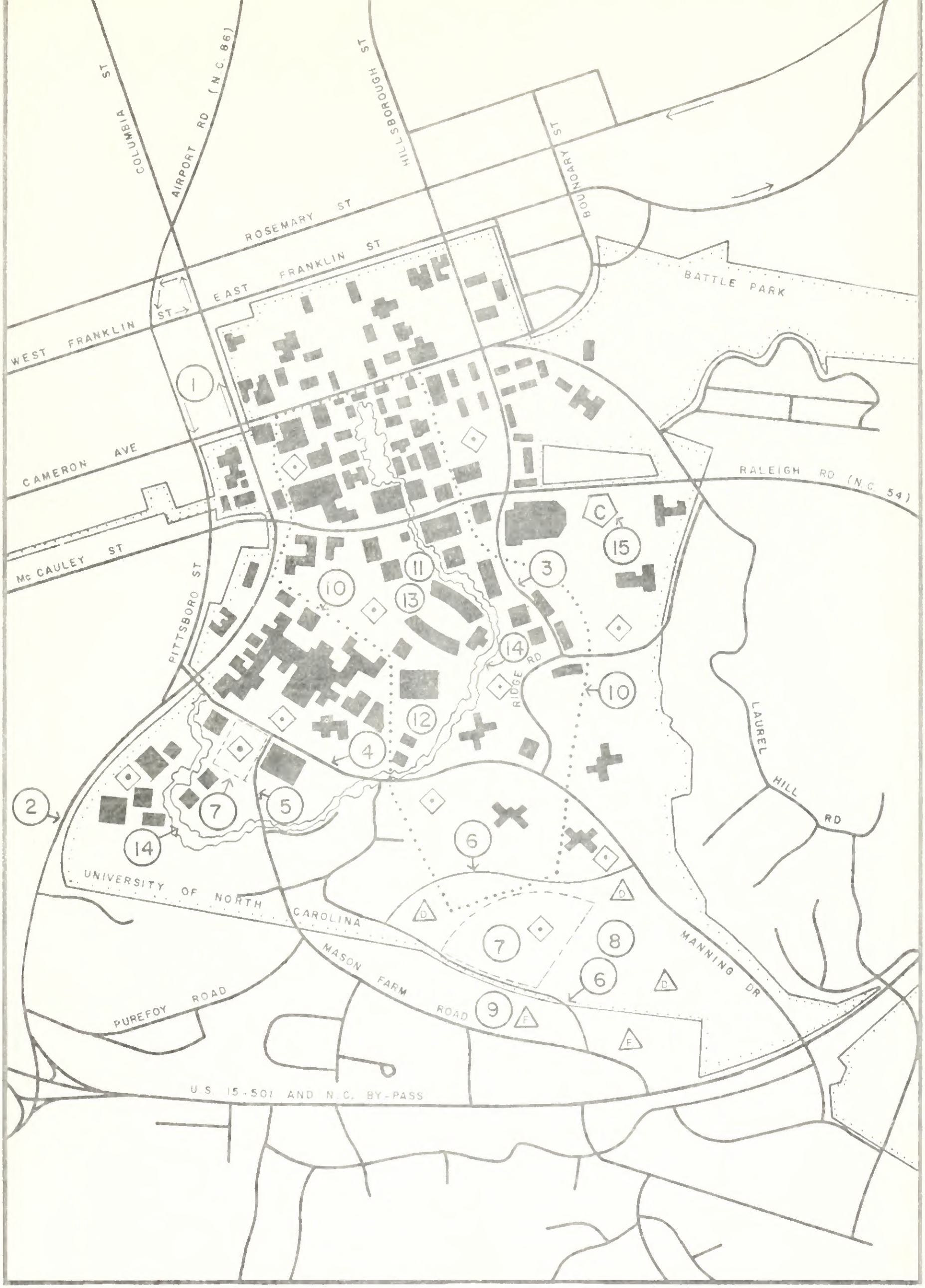
J
N
1 INCH = 1000 FEET
.2 MILES
STREETS
PLATTED STREETS
RAILROAD
PEDESTRIAN OR BICYCLE WAY
BUS OR TRANSIT ROUTE
OVERPASS - UNDERPASS
SEWER LINE
STREAM OR BODY OF WATER
TOWN LIMITS
COUNTY LINE
PLANNING DISTRICT LINE
UNIVERSITY PROPERTY LINE
COMMERCIAL AREA
CBD
CENTRAL BUSINESS DISTRICT
OFFICE AREA
SCHOOL SITE
GOVERNMENT OR PUBLIC SITE
OPEN SPACE OR RECREATION
SCREENING OR LANDSCAPING
GOLF COURSE
PARKING AREA
PARKING STRUCTURE
SINGLE FAMILY AREA
M MOBILE HOME COURT
C CLUSTER DEVELOPMENT
OR APARTMENT AREA
P PUBLIC OR MODERATE INCOME HOUSING
S MARRIED STUDENT HOUSING
D DORMITORIES
F FRATERNITIES - SORORITIES
BUILDINGS
C COLISEUM
S B REFERENCE FROM TEXT


COLUMBIA ST
AIRPORT RD (N.C. 86)
HILLSBOROUGH ST
BOUNDARY ST
ROSEMARY ST
EAST FRANKLIN ST
WEST FRANKLIN ST
BATTLE PARK
CAMERON AVE
McCAULEY ST
PITTSBORO ST
RALEIGH RD (N.C. 54)
RIDGE RD
LAUREL HILL RD
UNIVERSITY OF NORTH CAROLINA
MASON FARM ROAD
MANNING DR
PUREFOY ROAD
U.S. 15-501 AND N.C. BY-PASS
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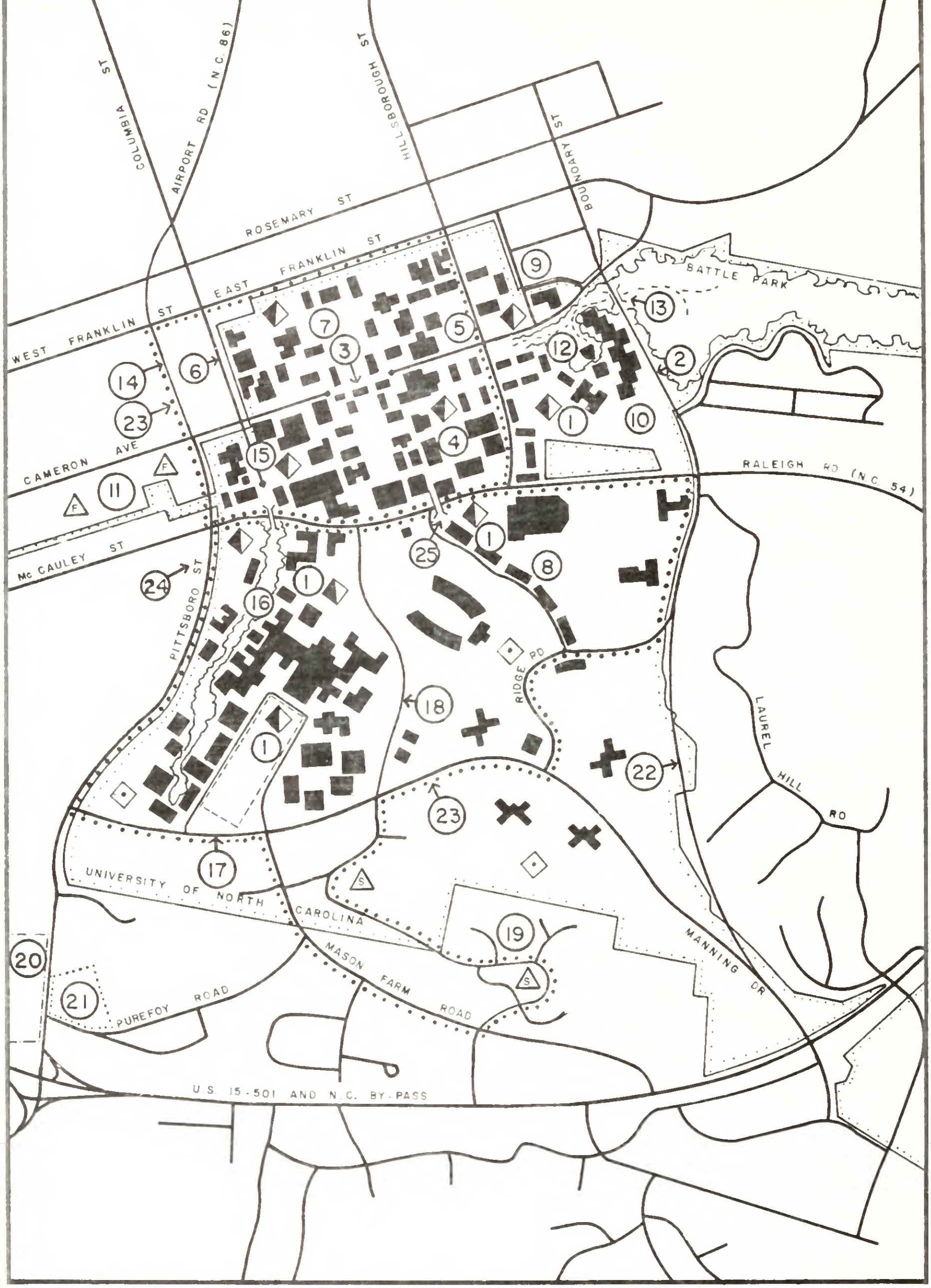
UNIVERSITY
ALTERNATIVE A AREA L MAP 47

N

1 INCH = 1000 FEET
.2 MILES

———	STREETS	┈┈┈	UNIVERSITY PROPERTY LINE	■ ■ ■	SINGLE FAMILY AREA
— — — —	PLATTED STREETS	⬚	COMMERCIAL AREA	M	MOBILE HOME COURT
—+—+—+	RAILROAD	CBD	CENTRAL BUSINESS DISTRICT	C	CLUSTER DEVELOPMENT
- - - - - -	PEDESTRIAN OR BICYCLE WAY	⬚	OFFICE AREA	▮▮ OR ▯▯	APARTMENT AREA
● ● ●	BUS OR TRANSIT ROUTE	▨	SCHOOL SITE	P	PUBLIC OR MODERATE INCOME HOUSING
⌣⌢	OVERPASS - UNDERPASS	▧	GOVERNMENT OR PUBLIC SITE	S	MARRIED STUDENT HOUSING
—○—○—	SEWER LINE	∿	OPEN SPACE OR RECREATION	D	DORMITORIES
∿∿	STREAM OR BODY OF WATER	∿∿	SCREENING OR LANDSCAPING	F	FRATERNITIES - SORORITIES
— · — · —	TOWN LIMITS	○	GOLF COURSE	■ □ ■	BUILDINGS
— - - —	COUNTY LINE	◈	PARKING AREA	C	COLISEUM
— ···· —	PLANNING DISTRICT LINE	◆	PARKING STRUCTURE	(5) (B)	REFERENCE FROM TEXT


COLUMBIA ST
AIRPORT RD (N.C. 86)
HILLSBOROUGH ST
BOUNDARY ST
ROSEMARY ST
EAST FRANKLIN ST
WEST FRANKLIN ST
BATTLE PARK
CAMERON AVE
McCAULEY ST
PITTSBORO ST
RALEIGH RD (N.C. 54)
RIDGE RD
LAUREL HILL RD
UNIVERSITY OF NORTH CAROLINA
MASON FARM ROAD
PUREFOY ROAD
MANNING DR
U.S. 15-501 AND N.C. BY-PASS
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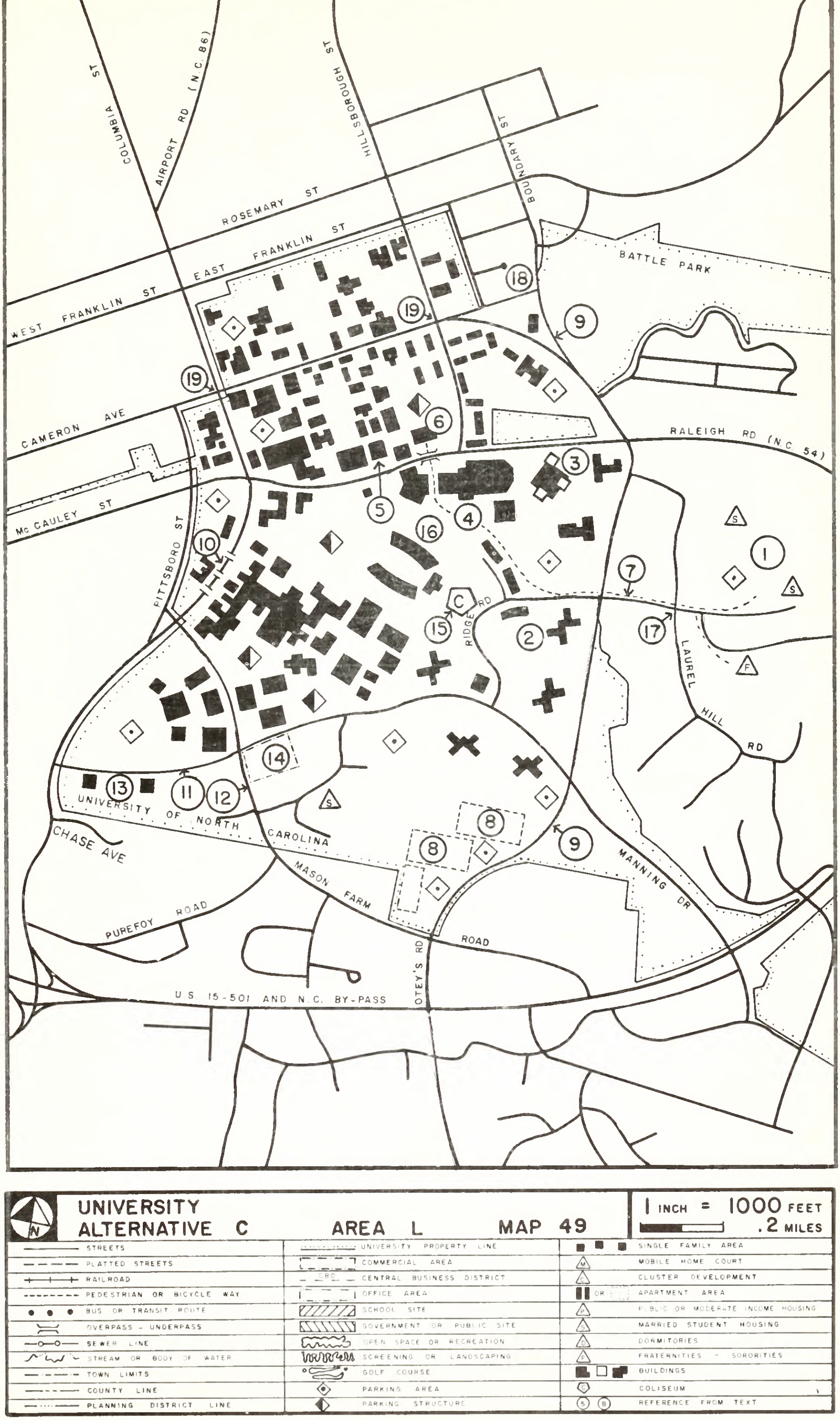
UNIVERSITY ALTERNATIVE B AREA L MAP 48

1 INCH = 1000 FEET
.2 MILES

STREETS	UNIVERSITY PROPERTY LINE	SINGLE FAMILY AREA
PLATTED STREETS	COMMERCIAL AREA	MOBILE HOME COURT
RAILROAD	CBD CENTRAL BUSINESS DISTRICT	CLUSTER DEVELOPMENT
PEDESTRIAN OR BICYCLE WAY	OFFICE AREA	OR APARTMENT AREA
● ● ● BUS OR TRANSIT ROUTE	SCHOOL SITE	PUBLIC OR MODERATE INCOME HOUSING
OVERPASS - UNDERPASS	GOVERNMENT OR PUBLIC SITE	MARRIED STUDENT HOUSING
SEWER LINE	OPEN SPACE OR RECREATION	DORMITORIES
STREAM OR BODY OF WATER	SCREENING OR LANDSCAPING	FRATERNITIES - SORORITIES
TOWN LIMITS	GOLF COURSE	BUILDINGS
COUNTY LINE	PARKING AREA	COLISEUM
PLANNING DISTRICT LINE	PARKING STRUCTURE	⑤ Ⓑ REFERENCE FROM TEXT



UNIVERSITY
ALTERNATIVE C AREA L MAP 49

1 INCH = 1000 FEET
.2 MILES

COLUMBIA ST
AIRPORT RD (N.C. 86)
HILLSBOROUGH ST
BOUNDARY ST
ROSEMARY ST
EAST FRANKLIN ST
WEST FRANKLIN ST
BATTLE PARK
CAMERON AVE
McCAULEY ST
PITTSBORO ST
RALEIGH RD (N.C. 54)
RIDGE RD
LAUREL HILL RD
UNIVERSITY OF NORTH CAROLINA
CHASE AVE
MASON FARM ROAD
PUREFOY ROAD
OTEY'S RD
MANNING DR
U.S. 15-501 AND N.C. BY-PASS
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STREETS
PLATTED STREETS
RAILROAD
PEDESTRIAN OR BICYCLE WAY
BUS OR TRANSIT ROUTE
OVERPASS - UNDERPASS
SEWER LINE
STREAM OR BODY OF WATER
TOWN LIMITS
COUNTY LINE
PLANNING DISTRICT LINE
UNIVERSITY PROPERTY LINE
COMMERCIAL AREA
CBD
CENTRAL BUSINESS DISTRICT
OFFICE AREA
SCHOOL SITE
GOVERNMENT OR PUBLIC SITE
OPEN SPACE OR RECREATION
SCREENING OR LANDSCAPING
GOLF COURSE
PARKING AREA
PARKING STRUCTURE
SINGLE FAMILY AREA
M
MOBILE HOME COURT
C
CLUSTER DEVELOPMENT
OR
APARTMENT AREA
P
PUBLIC OR MODERATE INCOME HOUSING
S
MARRIED STUDENT HOUSING
D
DORMITORIES
F
FRATERNITIES - SORORITIES
BUILDINGS
C
COLISEUM
5
B
REFERENCE FROM TEXT

PART II ALTERNATIVE CONCEPTS FOR GUIDING THE FUTURE DEVELOPMENT OF CHAPEL HILL AND ITS ENVIRONS

In Part I twelve subsections of the Chapel Hill Planning Area have been considered and a set of three alternatives for the future of each presented. The basic aim was educational, and the alternatives for each area were designed to bring out maximum response in terms of thinking produced, opinions expressed and new ideas generated, in the belief that ultimately such an approach will contribute to better public and private decisions affecting growth of the community.

Each set of alternatives was designed to take advantage of the problems of the area being considered to produce the maximum total educational value. There was no particular effort made to treat each set of alternatives similarly, or in parallel fashion. If anything, the tendency was just the reverse, since, if one set of alternatives had been designed specifically to generate consideration and discussion of a particular point, it did not seem terribly beneficial to generate consideration and discussion of this same point again.

The result is that it is not possible to place all the A alternatives and all of the B and C alternatives side by side to produce three workable alternatives for the Chapel Hill Planning Area.

Part II of this report is, however, an attempt to develop alternatives for the whole area. The basic objective is still educational, with the effort being made to create alternatives which indicate clearly distinct patterns of development, each with sufficient advantages and disadvantages to stimulate comparison as well as consideration of the relationship of the plan to basic local objectives. Some elements found in the small area alternatives have been incorporated into these alternatives for the Chapel Hill area, but others have not, and new elements are included which did not occur in any of the original twelve sets of small area alternatives.

The pros and cons of each element are not fully discussed, but it is assumed that their brief presentation on these pages will bring to mind arguments in support or in opposition to them.

These alternatives (see maps 51-53) have not been designed at the same level of detail as the small area alternatives, but more as alternative frameworks for development. Their main contrasting features are summarized below.

Specific locations for activities have usually been shown in the maps, but occasionally the general locale of a proposed use has been shown by a dashed circle, with one or more suggestions for a specific location shown within the circle.

A Brief Summary of Major Features of the Development Alternatives

These alternatives have been labeled Central, Linear and Radial, based upon the way in which dense or multi-family residential development has been treated.

There has been an effort made to include within each of these patterns elements which are compatible. However, there are literally millions of possible combinations of the numbers of elements shown, making it impossible to claim that all elements of one pattern are more compatible with all other elements of that pattern than they are with any elements of one of the other patterns.

This makes it necessary to consider some relationships as key relationships and others as secondary or more dependent relationships. The location of apartment development has been selected as such a key factor, with variations in the possible future of the University of North Carolina facilities also highly influencing the patterns.

APARTMENT DEVELOPMENT

Central - as close to campus, hospital and downtown area as possible.

Linear - along a single major axis, with Durham Boulevard to Old Hillsborough Road, passing through the downtown area, having been selected.

Radial - along or near routes leading toward central Chapel Hill.

HIGH-RISE RESIDENTIAL DEVELOPMENT

Central - in the Carrboro area, including some redevelopment of older areas presently inefficiently used considering their proximity to UNC and the business districts.

Linear - off Durham Boulevard and Airport Road.

Radial - on N.C. 54 towards Raleigh and possibly in wooded areas west of University Lake. The assumption is that there should be very little development in this latter area unless it is on public sewer, which would probably only be initiated by some large scale development. Large scale garden apartment developments in this area would destroy most of the natural land cover. Even high rise development would have some undesirable effect on the community water supply.

UNIVERSITY OF NORTH CAROLINA CAMPUS AREAS

Central - denser development of an expanded existing campus.

Linear - new campus area on present airport site.

Radial - extension of existing campus to Country Club area and Mason Farm area.

OTHER UNIVERSITY ORIENTED FACILITIES

Central - new dormitories located on or near present campus. New coliseum near present basketball facility or Ram's Head parking lot. Fraternities and athletic fields moved out from central area.

Linear - new dormitories, fraternities, coliseum and athletic facilities at new campus site on N.C. 86.

Radial - new dormitories on South Campus and Country Club area. Coliseum, fraternities and athletic fields at Finley Golf Course, with possible new golf course near airport.

AIRPORT

Central - newly located between Chapel Hill and Durham, or west of University Lake.

Linear - sited along lower Morgan Creek in Corps of Engineers New Hope Lake flood plain.

Radial - kept at present location.

OPEN SPACE AND RECREATION AREAS

Central - a ring of continuous linear open space close in to new dense development, using creek beds as much as possible.

Linear - many smaller neighborhood facilities scattered throughout in single-family areas and between single-family and multi-family areas.

Radial - strategically located open spaces most visible from the road, as well as large area preserved near airport runway.

COMMERCIAL DEVELOPMENT

Central - expansion of present Central Business District area, particularly between Rosemary Street and Airport Road in the area of North Street, and in central Carrboro near new apartment development. Also smaller neighborhood centers throughout peripheral residential areas.

Linear - along line of apartment development and at major junctures in the single-family areas.

Radial - larger sized shopping areas, as the demand calls for them, along the radial routes, with relatively less downtown growth.

TRANSIT ROUTE

Central - variation of present town and campus route, with possible spur to Carrboro area.

Linear - regular route along residential-commercial axis, and connecting two campuses.

Radial - this plan lends itself more to use of the auto, with more effort being put into downtown and campus parking and less into a transit facility.

SCHOOLS

Central - 1 High School, 3 Junior High Schools, 10 Elementary Schools, and 1 Vocational School

Linear - 2 High Schools, 2 Junior High Schools and 10 Elementary Schools

Radial - 2 High Schools, 4 Junior High Schools, 12 Elementary Schools

CIVIC CENTER

Central - none (continued use of UNC facilities)

Linear - site in Carrboro along transit route

Radial - site located in the Glen Lennox area, making facility also more available to those coming from Durham or Raleigh.

MOBILE HOME COURTS

Central - development of mobile home facilities by UNC for married students, (especially designed for this purpose by the design school at UNC-Raleigh as a model of what mobile home courts should be)

Linear - various areas north of town, with careful provisions controlling their effect on surrounding land.

Radial - none

ROAD AND STREET PATTERN

Central - closest to the existing Thoroughfare Plan as adopted in 1965. Deviations from this plan include:

- extension of Rosemary Street down to a thoroughfare along Bolin Creek instead of to East Franklin Street on Strowd Hill.
- extension of Boundary Street south across N.C. 54 (Raleigh Road, South Road), Manning Drive and N.C. 54 Bypass to cross Morgan Creek between Pittsboro Road and Mason Farm Road.
- extension of Hillcrest Avenue in Carrboro south through the Carrboro business district.
- extension of a thoroughfare element running from Umstead Drive to Main Street, Carrboro, through to the western end of Cameron Avenue
- modification of the proposed northern bypass to meet N.C. 86 at Homestead Road instead of to its north.

The street pattern in this alternative is tied to the concept of more concentration near the center of town in that it provides more than either of the other alternatives, a series of new streets near that center. While Boundary Street and Pittsboro Street make part of routes bypassing the campus to the east and the west, and linking to both southern bypass routes, extensions of McCauley Street, Cameron Avenue, Franklin Street, Rosemary Street and Umstead Drive all contribute to easier east-west movement and the bypassing of the downtown-campus area on the north. All this makes the closing off of Cameron Avenue shown in this alternative more feasible.

Away from the central part of the community the basic effect is to provide an outer loop about two miles from downtown to the north, east and south of Chapel Hill and to provide an additional five connectors between what presently serves as a loop and this new loop.

Linear - the development of a second campus at the Horace Williams Airport site suggests a more northerly extension of development in this alternative than in the others, and the road pattern reflects emphasis with a more significant as well as more northerly bypass to the north and with a less complete or continuous outer bypass to the south. Roads to the north also increase in importance with Mt. Moriah Church Road becoming an extension of an eastern outer bypass, and with a new north-south road running from a cloverleaf in the Eastgate area toward I-85 somewhere between Mt. Moriah Church Road and N.C. 86. This road is shown in a study made for the City of Durham as a possible western outer bypass to Durham development. While never adopted by Durham, the possible extension of the U.S. 15-501 Bypass road northward from its juncture with East Franklin Street, either as shown, or into Mt. Moriah Church Road and thence north is worth consideration.

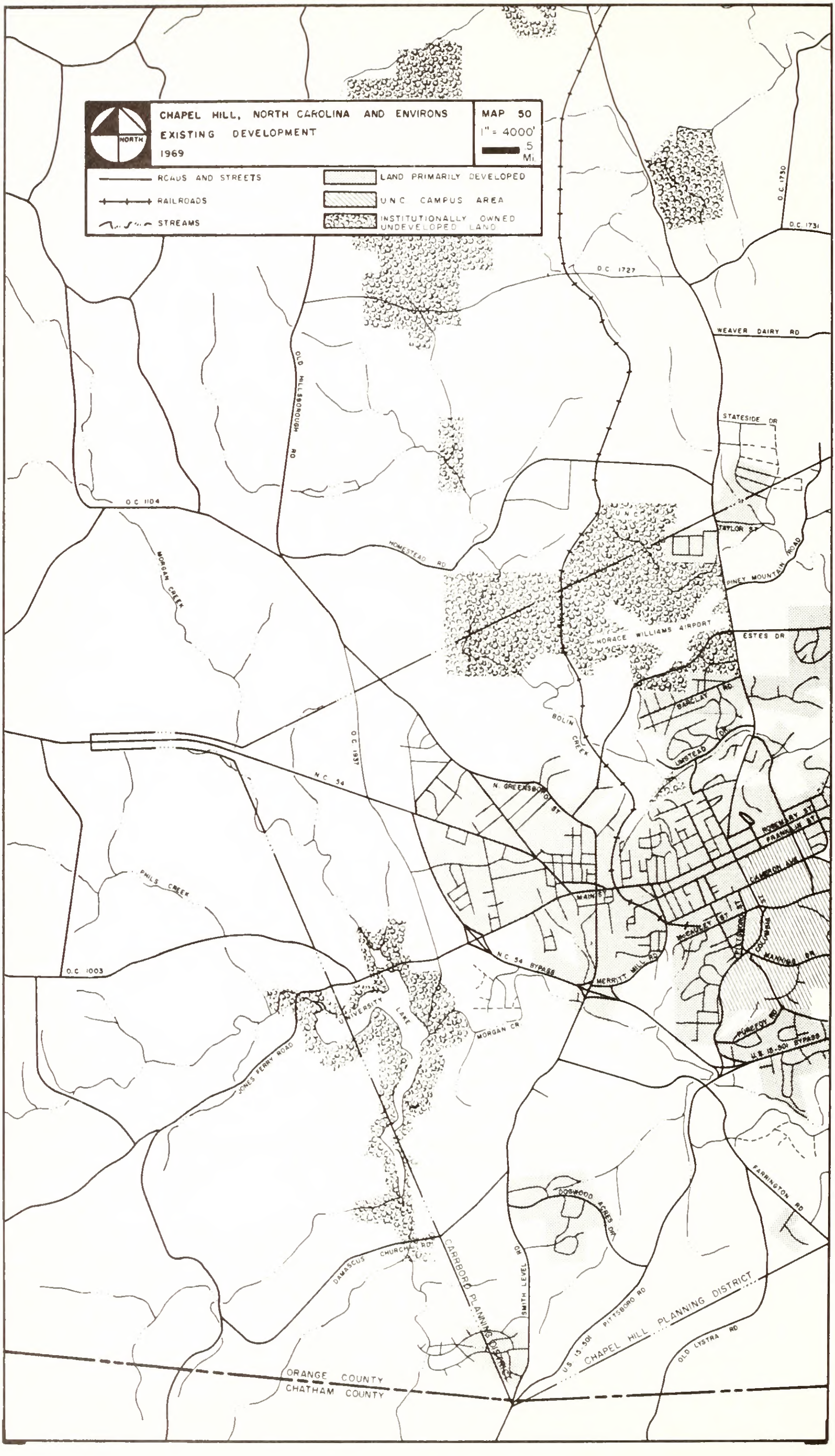
Most of the other significant road proposals are related to this north-south orientation, such as the full extension of Smith Level Road north by way of Greensboro Street to Homestead Road, the extension of the present bypass west of Carrboro all the way to Weaver Dairy Road at N.C. 86, and the linking of Hillcrest Avenue in Carrboro to Homestead Road along Bolin Creek.

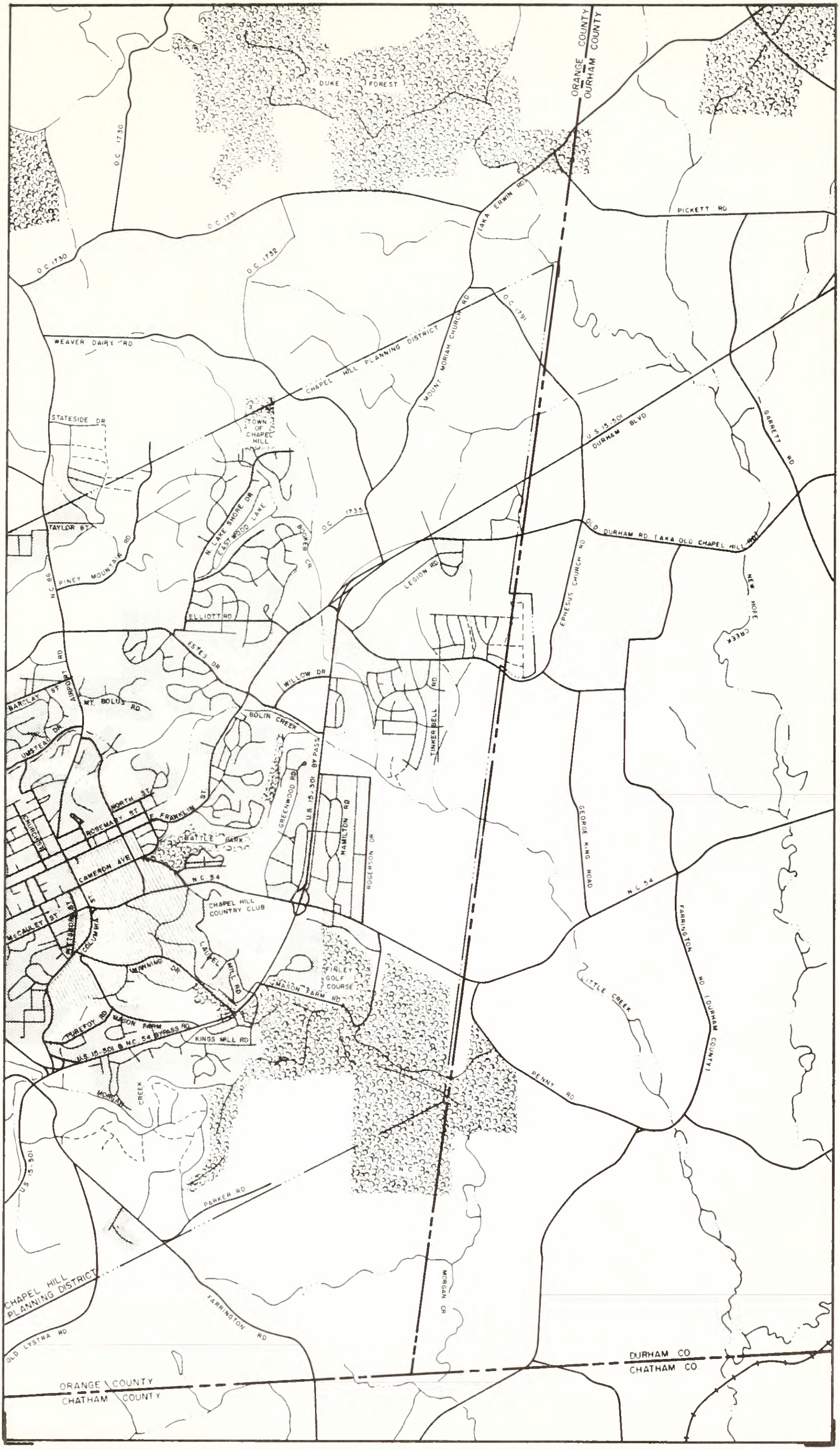
Little change occurs in the downtown areas except where several street extensions and improvements work together to create a new hub of activity in Carrboro.

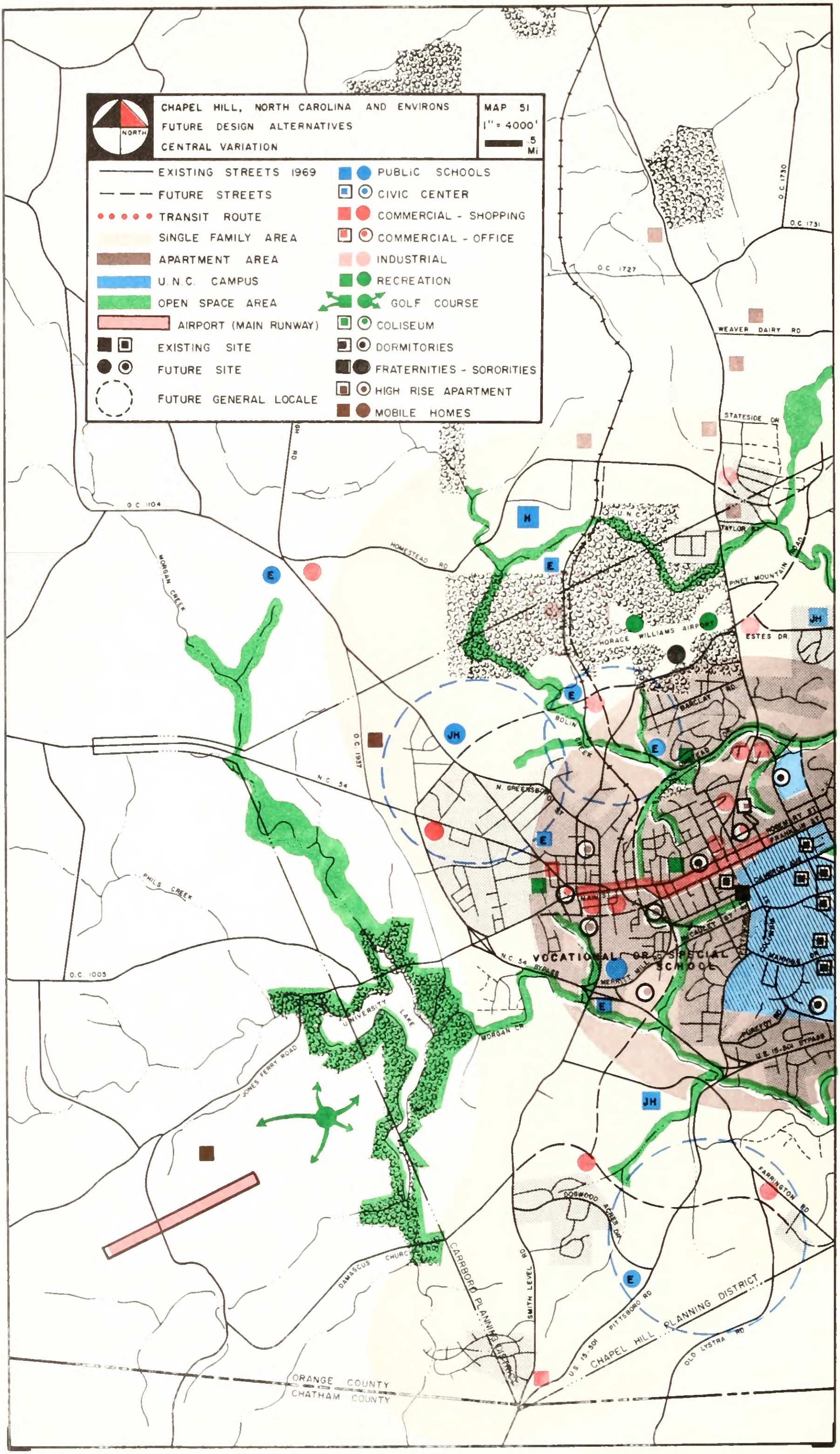
Radial - proposed to tie in with the radial concept of new development on all sides of the Chapel Hill-Carrboro area is a complete outer loop. With a tendency in this alternative to develop commercial centers along the present bypass combined with recent development leading to a rapid increase in traffic stop lights on it, it would be advisable to plan such an outer loop with a limited access character.

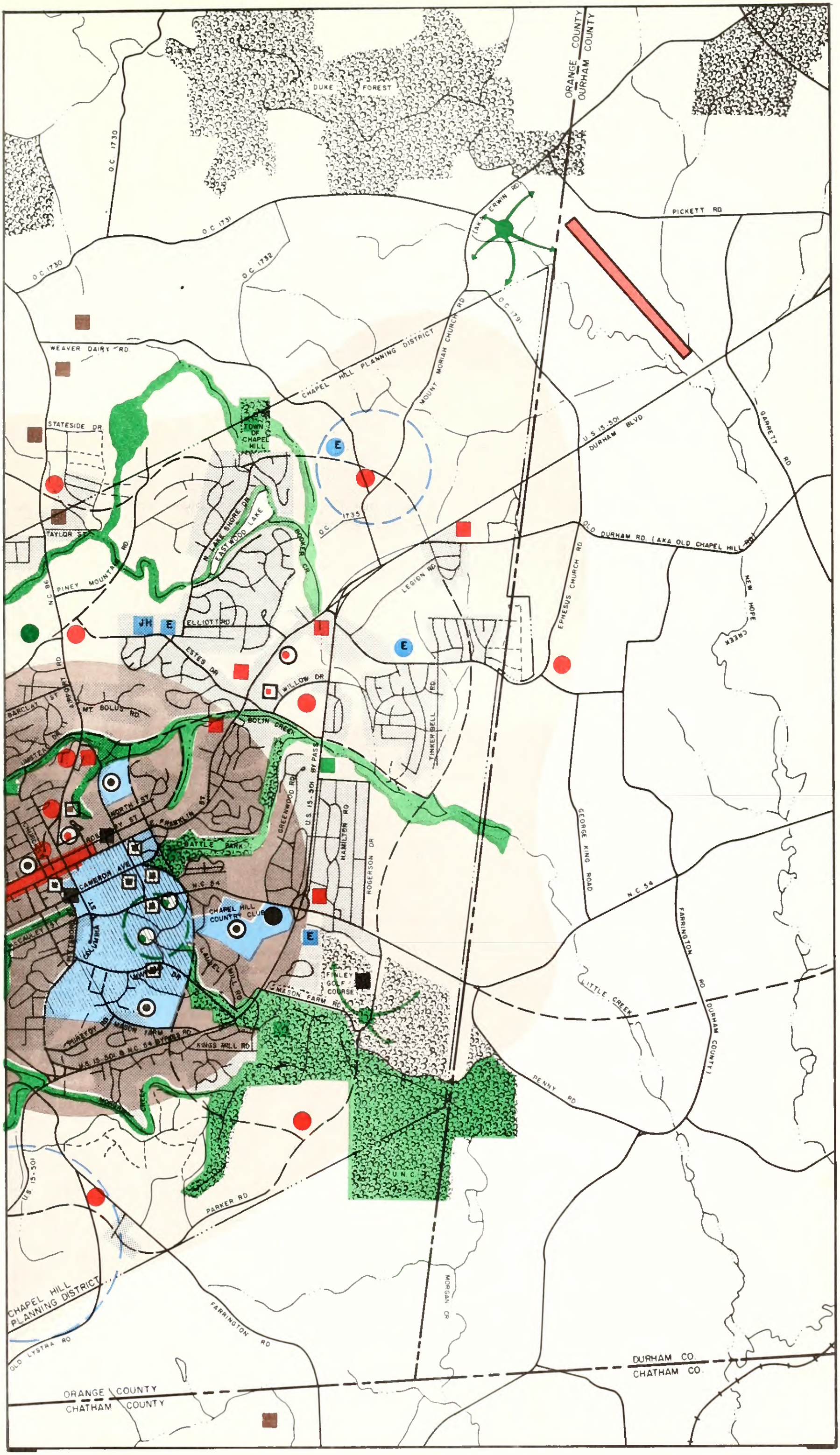
The route averages about three miles out from the center of Chapel Hill, suggesting that it will be an extremely long time before another loop even further out will be likely and that to lose the potential for carrying traffic on both the existing bypass (U.S. 15-501 and N.C. 54) and this proposed outer loop will leave Chapel Hill for many years in a very difficult situation.

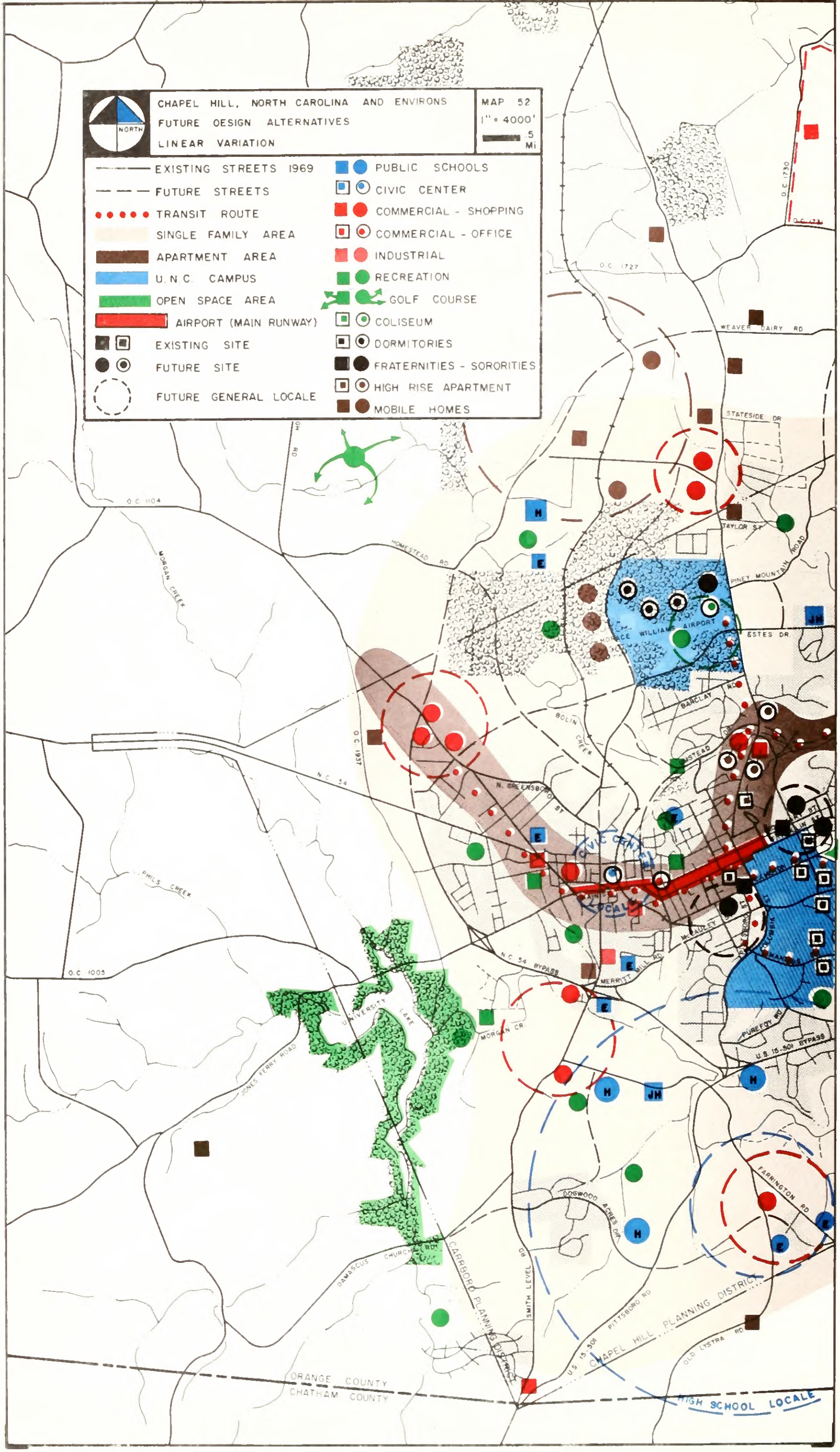
In addition to a few new radial routes out to this proposed loop, the major changes are restricted to the downtown area where the campus may be more successfully gotten round than at present, partly through the development of Franklin and Rosemary Streets, and Pittsboro and Columbia Streets as one-way pairs.


NORTH
CHAPEL HILL, NORTH CAROLINA AND ENVIRONS
EXISTING DEVELOPMENT
1969
MAP 50
1" = 4000'
.5 Mi
ROADS AND STREETS
RAILROADS
STREAMS
LAND PRIMARILY DEVELOPED
U N C CAMPUS AREA
INSTITUTIONALLY OWNED UNDEVELOPED LAND
O.C. 1730
O.C. 1731
O.C. 1727
WEAVER DAIRY RD
OLD HILLSBOROUGH RD
STATESIDE DR
O.C. 1104
U N C
TAYLOR ST
HOMESTEAD RD
PINEY MOUNTAIN ROAD
MORGAN CREEK
HORACE WILLIAMS AIRPORT
ESTES DR
BARCLAY RD
BOLIN CREEK
UMSTEAD DR
O.C. 1937
N.C. 54
N. GREENSBORO ST
ROSEMARY ST
FRANKLIN ST
CAMERON AVE
PHILS CREEK
MAIN ST
McCAULEY ST
PITTSBORO ST
COLUMBIA ST
N.C. 54 BYPASS
MANNING DR
MERRITT MILL RD
O.C. 1003
UNIVERSITY LAKE
MORGAN CR
PUREFOY RD
U.S. 15-501 BYPASS
JONES FERRY ROAD
FARRINGTON RD
DOGWOOD ACRES DR
DAMASCUS CHURCH RD
CARRBORO PLANNING DISTRICT
SMITH LEVEL RD
PITTSBORO RD
U.S. 15-501
CHAPEL HILL PLANNING DISTRICT
OLD LYSTRA RD
ORANGE COUNTY
CHATHAM COUNTY


DUKE FOREST
ORANGE COUNTY
DURHAM COUNTY
O C 1730
O C 1731
O C 1730
O C 1732
(AKA ERWIN RD)
PICKETT RD
O C 1791
MOUNT MORIAH CHURCH RD
WEAVER DAIRY RD
CHAPEL HILL PLANNING DISTRICT
STATESIDE DR
TOWN OF CHAPEL HILL
U.S. 15-501 DURHAM BLVD
GARRETT RD
TAYLOR ST
N. LAKE SHORE DR
EASTWOOD LAKE
BOOKER CR
O C 1735
OLD DURHAM RD. (AKA OLD CHAPEL HILL RD)
LEGION RD
EPHESUS CHURCH RD
NEW HOPE CREEK
PINEY MOUNTAIN RD
N C 86
ELLIOTT RD
ESTES DR
AIRPORT RD
BARCLAY ST
MT. BOLUS RD
WILLOW DR
TINKER BELL RD
UMSTEAD DR
BOLIN CREEK
U.S. 15-501 BY PASS
GREENWOOD RD
HAMILTON RD
ROGERSON DR
GEORGE KING ROAD
NORTH ST
CHURCH
ROSEMARY ST
E. FRANKLIN ST
BATTLE PARK
CAMERON AVE
N C 54
N C 54
CHAPEL HILL COUNTRY CLUB
McCAULEY ST
PITTSBORO ST
COLUMBIA ST
LAUREL HILL RD
MANNING DR
FINLEY GOLF COURSE
MASON FARM RD
FARRINGTON RD (DURHAM COUNTY)
LITTLE CREEK
PUREFOY RD
MASON FARM RD
KINGS MILL RD
U.S. 15-501 & N.C. 54 BYPASS
MORGAN CREEK
PENNY RD
U N C
U.S. 15-501
PARKER RD
MORGAN CR
CHAPEL HILL PLANNING DISTRICT
FARRINGTON RD
OLD LYSTRA RD
DURHAM CO
CHATHAM CO
ORANGE COUNTY
CHATHAM COUNTY


NORTH
CHAPEL HILL, NORTH CAROLINA AND ENVIRONS
FUTURE DESIGN ALTERNATIVES
CENTRAL VARIATION
MAP 51
1" = 4000'
.5 Mi
EXISTING STREETS 1969
FUTURE STREETS
TRANSIT ROUTE
SINGLE FAMILY AREA
APARTMENT AREA
U.N.C. CAMPUS
OPEN SPACE AREA
AIRPORT (MAIN RUNWAY)
EXISTING SITE
FUTURE SITE
FUTURE GENERAL LOCALE
PUBLIC SCHOOLS
CIVIC CENTER
COMMERCIAL - SHOPPING
COMMERCIAL - OFFICE
INDUSTRIAL
RECREATION
GOLF COURSE
COLISEUM
DORMITORIES
FRATERNITIES - SORORITIES
HIGH RISE APARTMENT
MOBILE HOMES
O.C. 1730
O.C. 1731
O.C. 1727
WEAVER DAIRY RD
STATESIDE DR
TAYLOR ST
PINEY MOUNTAIN ROAD
ESTES DR.
U.N.C.
HORACE WILLIAMS AIRPORT
BARCLAY RD
O.C. 1104
HOMESTEAD RD
MORGAN CREEK
H
E
JH
BOLIN CREEK
O.C. 1937
N.C. 54
N. GREENSBORO ST
ROSEMARY ST
FRANKLIN ST
CAMERON AVE
MAIN ST
CAULEY ST
COLUMBIA ST
MANNING DR
VOCATIONAL OR SPECIAL SCHOOL
N.C. 54 BYPASS
MERRITT MILL RD
PUREFOY RD
U.S. 15-501 BYPASS
PHILS CREEK
O.C. 1005
UNIVERSITY LAKE
MORGAN CR
JONES FERRY ROAD
DOGWOOD ACRES DR
FARRINGTON RD
DAMASCUS CHURCH RD
CARRBORO PLANNING DISTRICT
SMITH LEVEL RD
PITTSBORO RD
U.S. 15-501
CHAPEL HILL PLANNING DISTRICT
OLD LYSTRA RD
ORANGE COUNTY
CHATHAM COUNTY

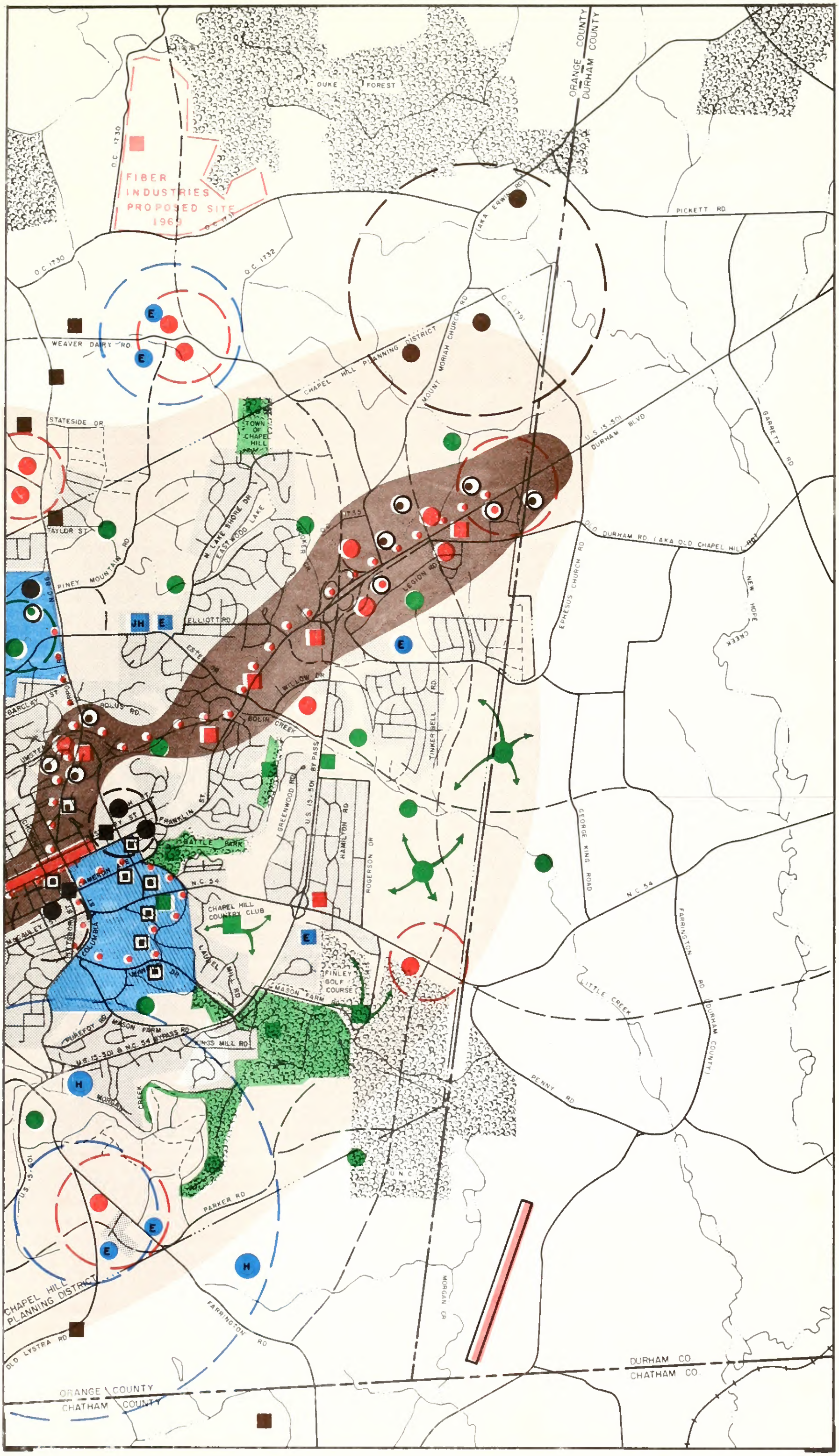

DUKE FOREST
ORANGE COUNTY
DURHAM COUNTY
O.C. 1730
O.C. 1731
O.C. 1732
O.C. 1791
O.C. 1735
ERWIN RD (AKA
PICKETT RD
WEAVER DAIRY RD
STATESIDE DR
TAYLOR ST
CHAPEL HILL PLANNING DISTRICT
MOUNT MORIAH CHURCH RD
TOWN OF CHAPEL HILL
U.S. 15-501 DURHAM BLVD
GARRETT RD
LAKE SHORE DR
EASTWOOD LAKE
BOOKER CR
PINEY MOUNTAIN RD
N.C. 86
JH
E
ELLIOTT RD
ESTES DR
LEGION RD
OLD DURHAM RD (AKA OLD CHAPEL HILL RD)
EPHESUS CHURCH RD
NEW HOPE CREEK
AIRPORT RD
BARCLAY ST
MT. BOLUS RD
WILLOW DR
BOLIN CREEK
TINKER BELL RD
UMSTEAD DR
NORTH ST
FRANKLIN ST
GREENWOOD RD
U.S. 15-501 BY PASS
HAMILTON RD
ROGERSON DR
BATTLE PARK
CAMERON AVE
N.C. 54
CHAPEL HILL COUNTRY CLUB
COLUMBIA ST
LAUREL HILL RD
FINLEY GOLF COURSE
MASON FARM RD
PUREFOY RD
U.S. 15-501 & N.C. 54 BYPASS RD
KINGS MILL RD
GEORGE KING ROAD
FARRINGTON RD
LITTLE CREEK
PENNY RD
DURHAM COUNTY
U.N.C.
U.S. 15-501
PARKER RD
CHAPEL HILL PLANNING DISTRICT
FARRINGTON RD
MORGAN CR
OLD LYSTRA RD
DURHAM CO.
CHATHAM CO.
ORANGE COUNTY
CHATHAM COUNTY

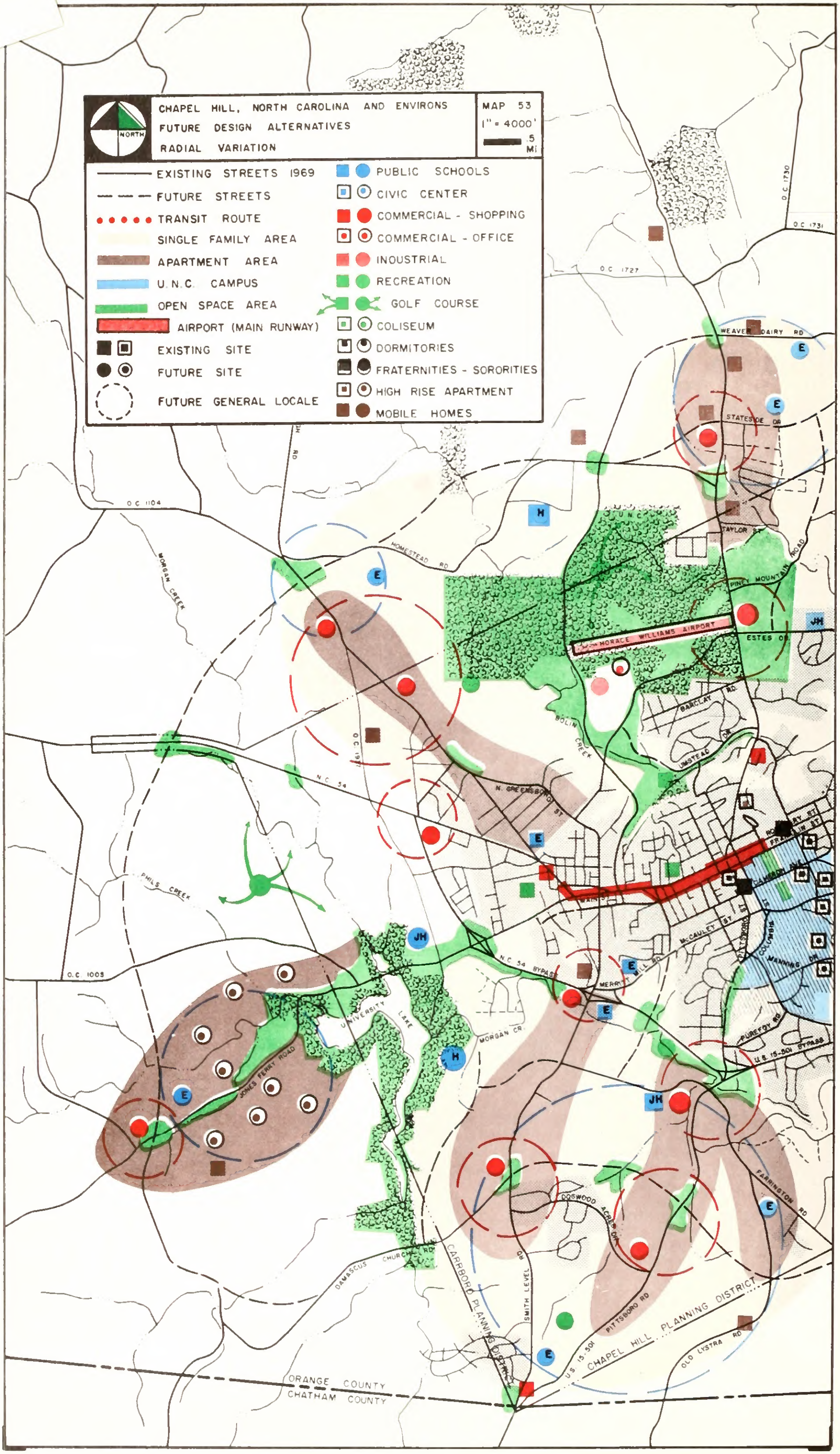


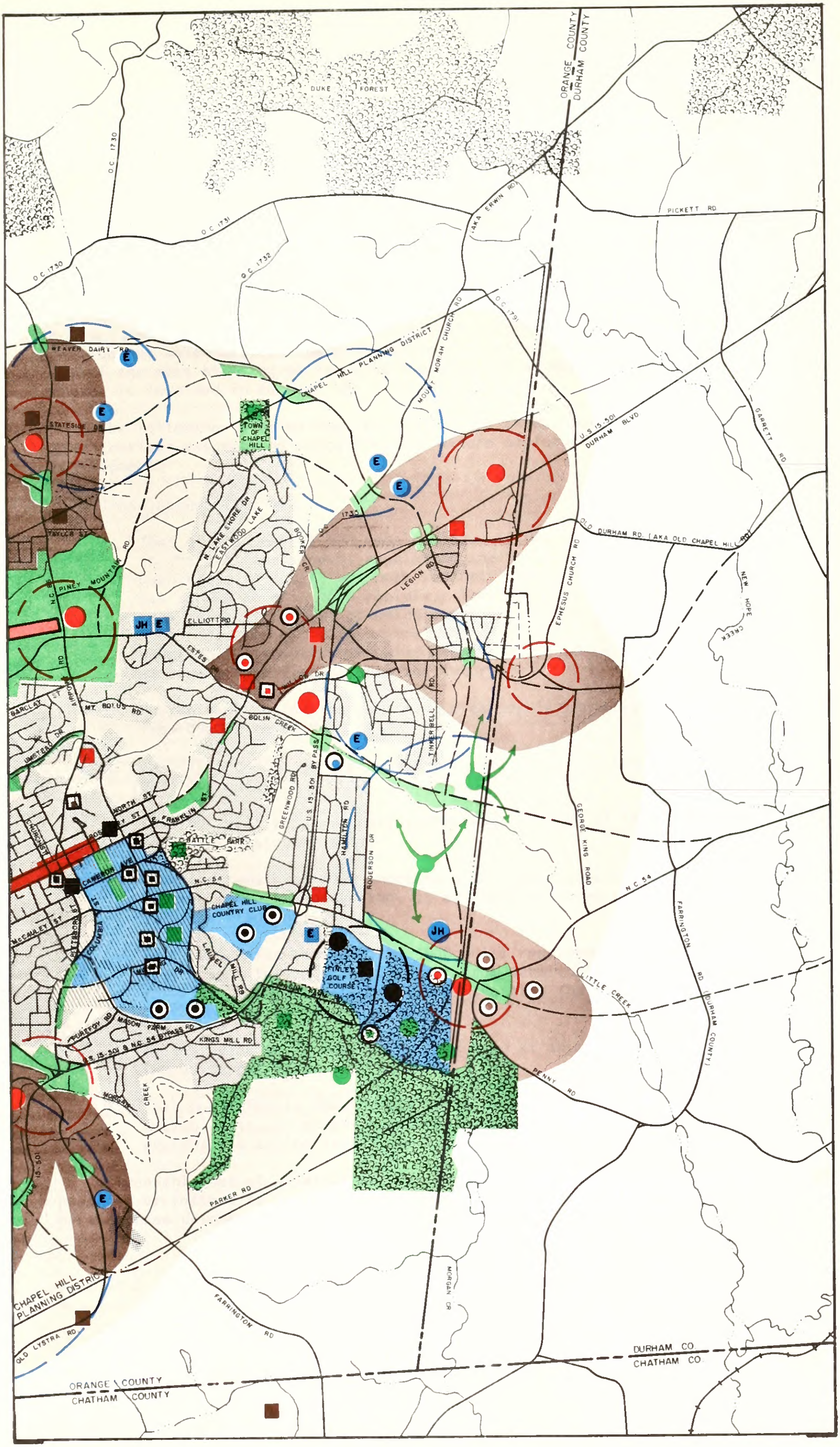
CHAPEL HILL, NORTH CAROLINA AND ENVIRONS
FUTURE DESIGN ALTERNATIVES
LINEAR VARIATION

MAP 52
1" = 4000'
.5 Mi

NORTH
EXISTING STREETS 1969
FUTURE STREETS
TRANSIT ROUTE
SINGLE FAMILY AREA
APARTMENT AREA
U.N.C. CAMPUS
OPEN SPACE AREA
AIRPORT (MAIN RUNWAY)
EXISTING SITE
FUTURE SITE
FUTURE GENERAL LOCALE
PUBLIC SCHOOLS
CIVIC CENTER
COMMERCIAL - SHOPPING
COMMERCIAL - OFFICE
INDUSTRIAL
RECREATION
GOLF COURSE
COLISEUM
DORMITORIES
FRATERNITIES - SORORITIES
HIGH RISE APARTMENT
MOBILE HOMES
O.C. 1730
O.C. 1727
WEAVER DAIRY RD
STATESIDE DR
TAYLOR ST
PINEY MOUNTAIN ROAD
ESTES DR
AIRPORT
WILLIAMS
BARCLAY RD
HOMESTEAD RD
O.C. 1104
MORGAN CREEK
BOLIN CREEK
O.C. 1937
N.C. 54
N. GREENSBORO ST
CIVIC CENTER
LOCAL
PHILS CREEK
O.C. 1005
N.C. 54 BYPASS
MERRITT
McCAULEY
PUREFOY RD
U.S. 15-501 BYPASS
UNIVERSITY LAKE
MORGAN CR
JONES FERRY ROAD
DAMASCUS CHURCH RD
CARRBORO PLANNING DISTRICT
SMITH LEVEL RD
DOGWOOD ACRES DR
FARRINGTON RD
PITTSBORO RD
U.S. 15-501
CHAPEL HILL PLANNING DISTRICT
OLD LYSTRA RD
ORANGE COUNTY
CHATHAM COUNTY
HIGH SCHOOL LOCALE
H
E
JH


DUKE FOREST
ORANGE COUNTY
DURHAM COUNTY
O.C. 1730
FIBER INDUSTRIES PROPOSED SITE 1969
O.C. 1730
O.C. 1732
(AKA ERWIN RD)
PICKETT RD
O.C. 1751
WEAVER DAIRY RD
CHAPEL HILL PLANNING DISTRICT
MOUNT MORIAH CHURCH RD
STATESIDE DR
TOWN OF CHAPEL HILL
U.S. 15-501 DURHAM BLVD
GARRETT RD
N. LAKE SHORE DR
EASTWOOD LAKE
TAYLOR ST
OLD DURHAM RD (AKA OLD CHAPEL HILL RD)
PINEY MOUNTAIN RD
LEGION RD
N.C. 86
EPHESUS CHURCH RD
NEW HOPE CREEK
JH
E
ELLIOTT RD
ESTES DR
WILLOW DR
BARCLAY ST
BOLUS RD
BOLIN CREEK
TINKER BELL RD
UMSTEAD
FRANKLIN ST
GREENWOOD RD
U.S. 15-501 BY PASS
HAMILTON RD
ROGERSON DR
BATTLE PARK
CAMERON AVE
N.C. 54
GEORGE KING ROAD
N.C. 54
CHAPEL HILL COUNTRY CLUB
MCCAULEY ST
COLUMBIA ST
LAUREL HILL RD
FINLEY GOLF COURSE
MASON FARM RD
FARRINGTON RD
LITTLE CREEK
PUREFOY RD
MASON FARM BYPASS RD
U.S. 15-501 & N.C. 54 BYPASS
KINGS MILL RD
(DURHAM COUNTY)
PENNY RD
H
MORGAN CREEK
U.S. 15-501
PARKER RD
E
H
CHAPEL HILL PLANNING DISTRICT
MORGAN CR
FARRINGTON RD
OLD LYSTRA RD
DURHAM CO
CHATHAM CO
ORANGE COUNTY
CHATHAM COUNTY


NORTH
CHAPEL HILL, NORTH CAROLINA AND ENVIRONS
FUTURE DESIGN ALTERNATIVES
RADIAL VARIATION
MAP 53
1" = 4000'
.5 Mi
EXISTING STREETS 1969
FUTURE STREETS
TRANSIT ROUTE
SINGLE FAMILY AREA
APARTMENT AREA
U.N.C. CAMPUS
OPEN SPACE AREA
AIRPORT (MAIN RUNWAY)
EXISTING SITE
FUTURE SITE
FUTURE GENERAL LOCALE
PUBLIC SCHOOLS
CIVIC CENTER
COMMERCIAL - SHOPPING
COMMERCIAL - OFFICE
INDUSTRIAL
RECREATION
GOLF COURSE
COLISEUM
DORMITORIES
FRATERNITIES - SORORITIES
HIGH RISE APARTMENT
MOBILE HOMES
O.C. 1730
O.C. 1731
O.C. 1727
WEAVER DAIRY RD
STATES DR
O.C. 1104
MORGAN CREEK
HOMESTEAD RD
TAYLOR ST
PINEY MOUNTAIN ROAD
HORACE WILLIAMS AIRPORT
ESTES DR
BARCLAY RD
BOLIN CREEK
UMSTEAD DR
N.C. 54
N. GREENSBORO ST
O.C. 1919
PHILS CREEK
MAIN ST
FRANKLIN ST
CAMERON AV
MANNING DR
COLUMBIA ST
PITTSBORO ST
McCAULEY ST
N.C. 54 BYPASS
MERRITT MILL RD
MORGAN CR.
UNIVERSITY LAKE
JONES FERRY ROAD
O.C. 1005
PUREFOY RD
U.S. 15-501 BYPASS
DOGWOOD ACRES DR
FARRINGTON RD
SMITH LEVEL RD
CARRBORO PLANNING DISTRICT
PITTSBORO RD
CHAPEL HILL PLANNING DISTRICT
U.S. 15-501
OLD LYSTRA RD
DAMASCUS CHURCH RD
ORANGE COUNTY
CHATHAM COUNTY
E
JH
H


DUKE FOREST
ORANGE COUNTY
DURHAM COUNTY
O.C. 1730
PICKETT RD
AKA ERWIN RD
O.C. 1731
O.C. 1730
O.C. 1732
O.C. 1791
CHAPEL HILL PLANNING DISTRICT
MOUNT MORAH CHURCH RD
U.S. 15-501 DURHAM BLVD
GARRETT RD
WEAVER DAIRY RD
E
STATESIDE DR
TOWN OF CHAPEL HILL
1735
TAYLOR ST
N. LAKE SHORE DR
EASTWOOD LAKE
BOOKER CR
OLD DURHAM RD. (AKA OLD CHAPEL HILL RD)
NEW HOPE CREEK
EPHESUS CHURCH RD
LEGION RD
PINEY MOUNTAIN RD
NC 86 RD
JH
ELLIOTT RD
ESTES DR
WILLOW DR
AIRPORT RD
BARCLAY ST
MT. BOLUS RD
BOLIN CREEK
UMSTEAD DR
TINKER BELL RD
U.S. 15-501 BY PASS
GREENWOOD RD
HAMILTON RD
RODERSON DR
NORTH ST
ROSEMARY ST
E. FRANKLIN ST
BATTLE PARK
CHURCH ST
CAMERON AVE
N.C. 54
GEORGE KING ROAD
McCAULEY ST
PITTSBORO ST
COLUMBIA ST
CHAPEL HILL COUNTRY CLUB
LAUREL HILL RD
FINLEY GOLF COURSE
LITTLE CREEK
FARRINGTON RD (DURHAM COUNTY)
PURIFOY RD
MASON FARM RD
U.S. 15-501 & N.C. 54 BYPASS
KINGS MILL RD
PENNY RD
MORGAN CREEK
U.S. 15-501
PARKER RD
CHAPEL HILL PLANNING DISTRICT
OLD LYSTRA RD
FARRINGTON RD
MORGAN CR
DURHAM CO.
CHATHAM CO.
ORANGE COUNTY
CHATHAM COUNTY

While the previous summary has covered a number of aspects of development, the pattern of residential development has clearly been the most significant and the one which has most strongly given rise to variation in location, quantity and character of the aspects of development, such as schools, roads, commercial areas and recreational space.

Any comparison and evaluation of the alternatives must begin with a comparison and evaluation of the three residential patterns set forth. While it may be noted that the "Central" alternative tends to make more people less dependent on transportation, that the "Linear" alternative tends to increase the feasibility of a public transportation operation and that the "Radial" alternative tends to require maximum reliance on the automobile, there are other questions about these alternatives for residential development which must be answered before one can be favored over another. One of the most pressing of these is the question of how much area, located where, is involved in each of the alternatives.

The following is an attempt to suggest the answer to this question, given certain assumptions concerning the nature of future residential development.

These assumptions are:

1. That of the next 25,000 people, about 10,000 will be UNC students. In the past the student population and non-student population have been close to equal, but more recently the non-student population has tended to grow more rapidly. The present population of the area is about 35,000, of which about 15,000 are students.

   Under this assumption UNC will grow from 15,000 in 1969 to 25,000 at some unspecified date in the future.

   In the same period the remaining area population will have grown from 20,000 to 35,000.

2. That 15,000 more general population will require 5000 more dwelling units.

3. That UNC will supply dormitory housing for 4000 of the 10,000 increase in student body.

4. That the remaining 6000 increase will find places to reside throughout the community occupying, at an average of two per unit, some 3000 dwelling units

   This 3000 units added to the 5000 units required for non-students will mean a total increase, apart from dormitories (public or private) of 8000 dwelling units by the time the Chapel Hill-Carrboro area has grown to 60,000.

5. That single-family housing will develop at an average density of two units per acre.

6. That multi-family housing will develop at an average density of twelve units per acre (present R-3 zoning is 14.5 per acre and present R-5 zoning is 8.7 per acre).

Given this set of alternatives for future residential development, two possible variations of residential land coverage have been drawn up for each of the three development patterns.

In one it has been assumed that of the next 8000 dwelling units built, 4000 will be single-family homes, and 4000 will be apartment units.

In the second it has been assumed that 1000 will be single-family homes and 7000 will be apartment units.

While there are currently more than three times as many single-family homes as apartment dwelling units in the Chapel Hill Planning Area, the number of apartments built in the four years since 1965 has more than doubled the number of single-family homes built in the same period.

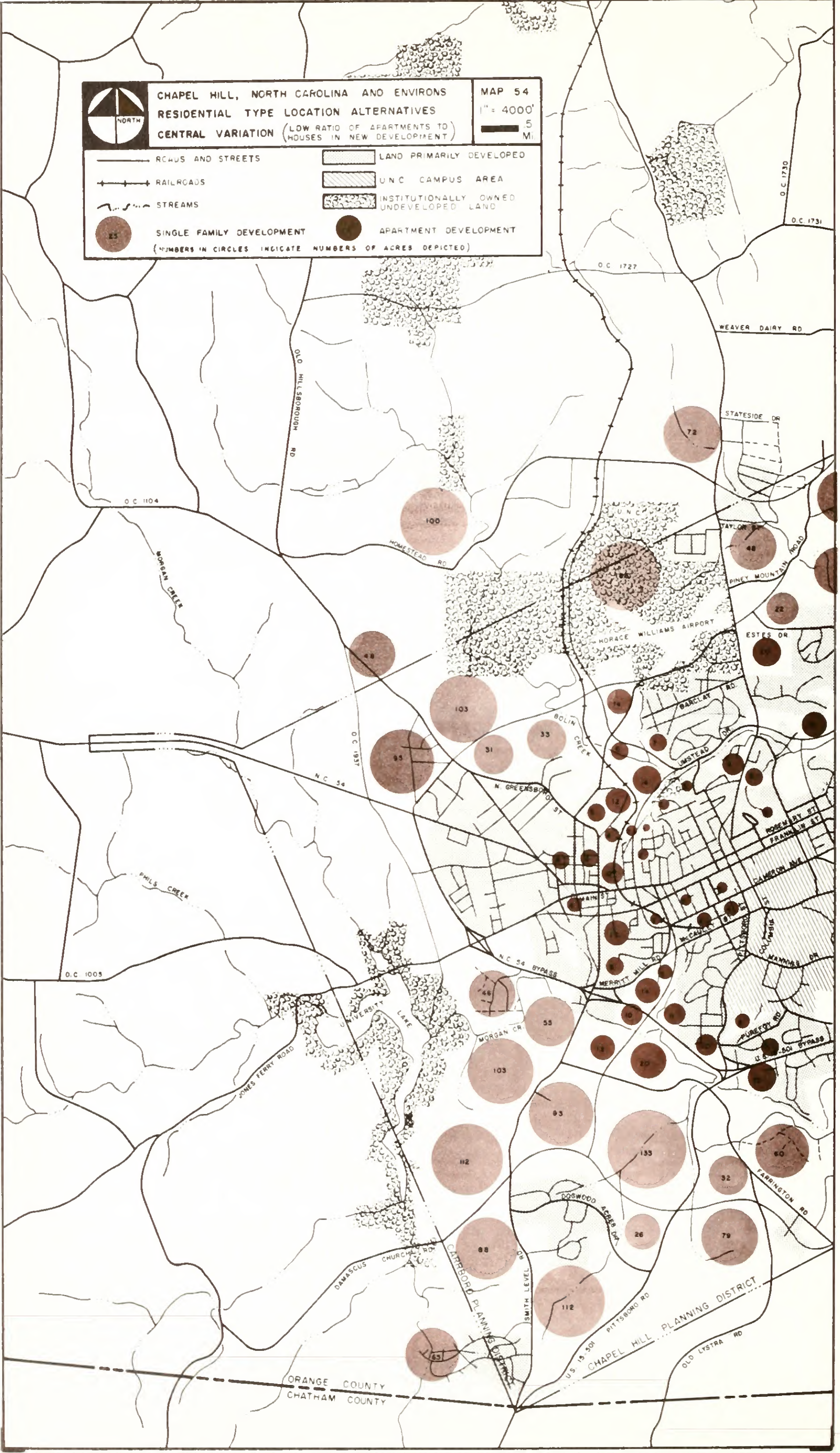
Given the density assumptions of 5 and 6 above, the first variation would require 2000 acres of land for single-family development (4000/2) and 330 acres of multi-family land (4000/12) or a total of 2330 acres of land.

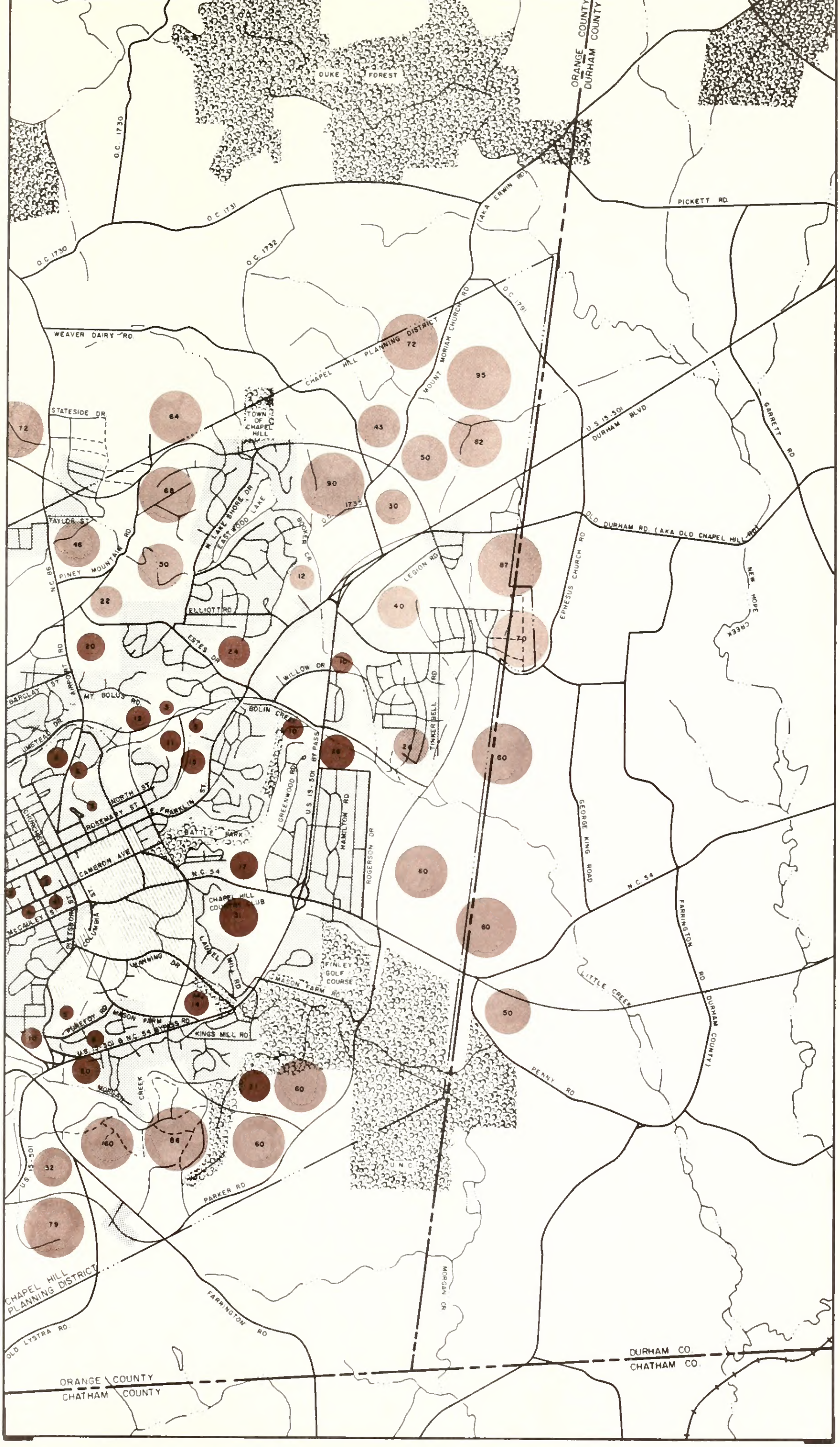
The second variation would require 500 acres of single-family land (1000/2) and 583 acres of multi-family land (7000/12) or a total of 1083 acres of land.

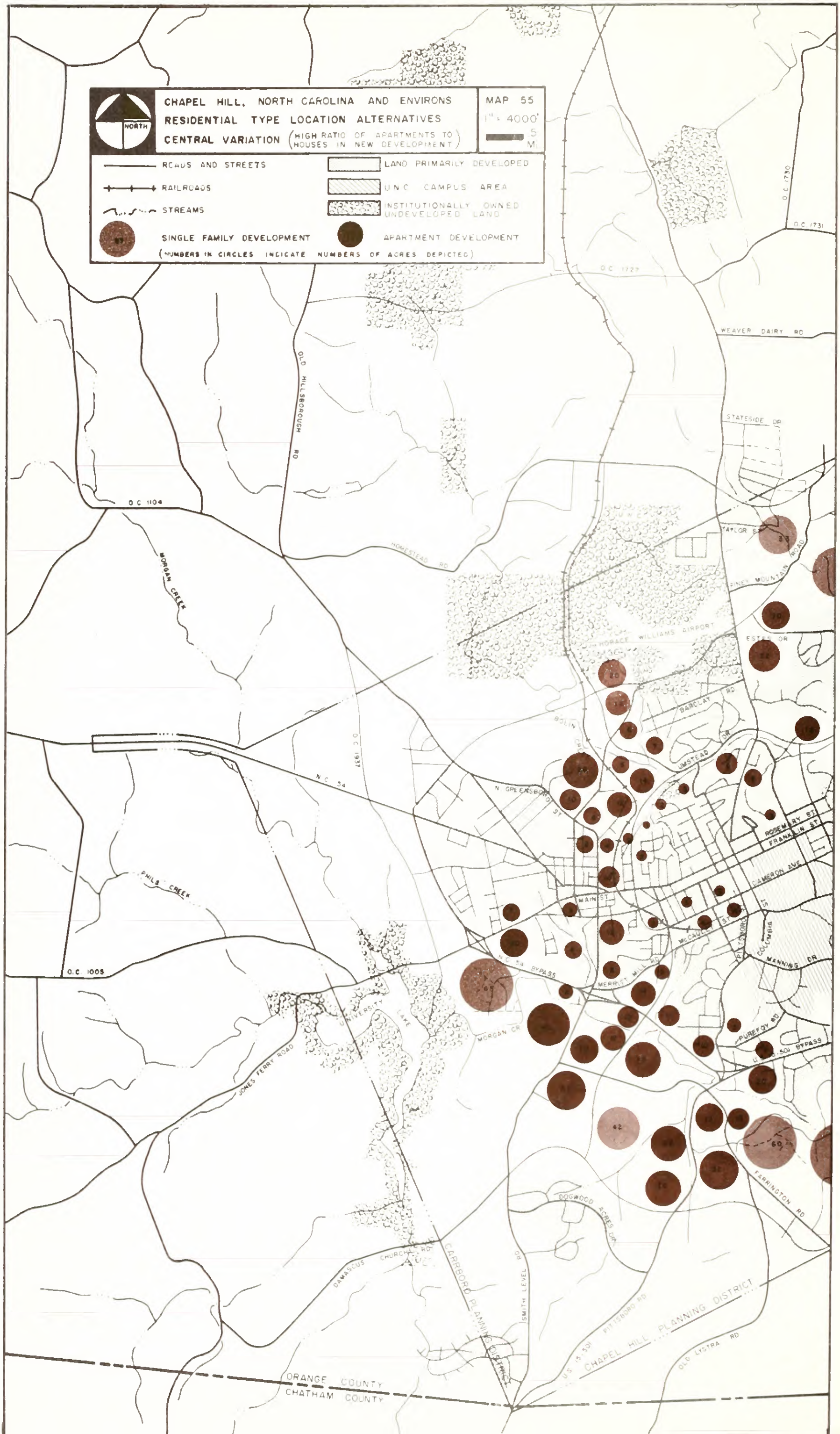
Most of this land might be expected to come from presently undeveloped land, but some would come from filling in of vacant lots in areas generally developed at present, and some might come from land presently developed but susceptible to change.

The presentation maps have been drawn up in each instance to depict, by circles representing acreage, a total area for both single-family development and multi-family development one and one-half times greater than necessary to accommodate 8000 dwelling units. Thus only two-thirds of the area shown by circles has to be developed in order to accommodate the 8000 units.

Using this set of maps it will be fairly easy to change one or more assumptions and still get a fairly good idea of what these changes would mean in terms of land coverage.


CHAPEL HILL, NORTH CAROLINA AND ENVIRONS
RESIDENTIAL TYPE LOCATION ALTERNATIVES
CENTRAL VARIATION (LOW RATIO OF APARTMENTS TO HOUSES IN NEW DEVELOPMENT)
NORTH
MAP 54
1" = 4000'
.5 MI.
ROADS AND STREETS
RAILROADS
STREAMS
SINGLE FAMILY DEVELOPMENT
LAND PRIMARILY DEVELOPED
U.N.C. CAMPUS AREA
INSTITUTIONALLY OWNED UNDEVELOPED LAND
APARTMENT DEVELOPMENT
(NUMBERS IN CIRCLES INDICATE NUMBERS OF ACRES DEPICTED)
O.C. 1730
O.C. 1731
O.C. 1727
WEAVER DAIRY RD
OLD HILLSBOROUGH RD
STATESIDE DR
O.C. 1104
HOMESTEAD RD
MORGAN CREEK
TAYLOR ST
PINEY MOUNTAIN ROAD
U.N.C.
HORACE WILLIAMS AIRPORT
ESTES DR
BARCLAY RD
BOLIN CREEK
UMSTEAD DR
O.C. 1937
N.C. 54
N. GREENSBORO ST
ROSEMARY ST
FRANKLIN ST
CAMERON AVE
MAIN ST
McCAULEY ST
PITTSBORO ST
COLUMBIA ST
MANNING DR
PHILS CREEK
O.C. 1005
N.C. 54 BYPASS
MERRITT MILL RD
UNIVERSITY LAKE
MORGAN CR
PUREFOY RD
U.S. 15-501 BYPASS
JONES FERRY ROAD
FARRINGTON RD
DOGWOOD ACRES DR
DAMASCUS CHURCH RD
CARRBORO PLANNING DISTRICT
SMITH LEVEL RD
PITTSBORO RD
U.S. 15-501
CHAPEL HILL PLANNING DISTRICT
OLD LYSTRA RD
ORANGE COUNTY
CHATHAM COUNTY
72
100
48
22
48
103
95
31
33
12
46
55
103
93
112
133
60
32
26
79
88
112
63
10
20

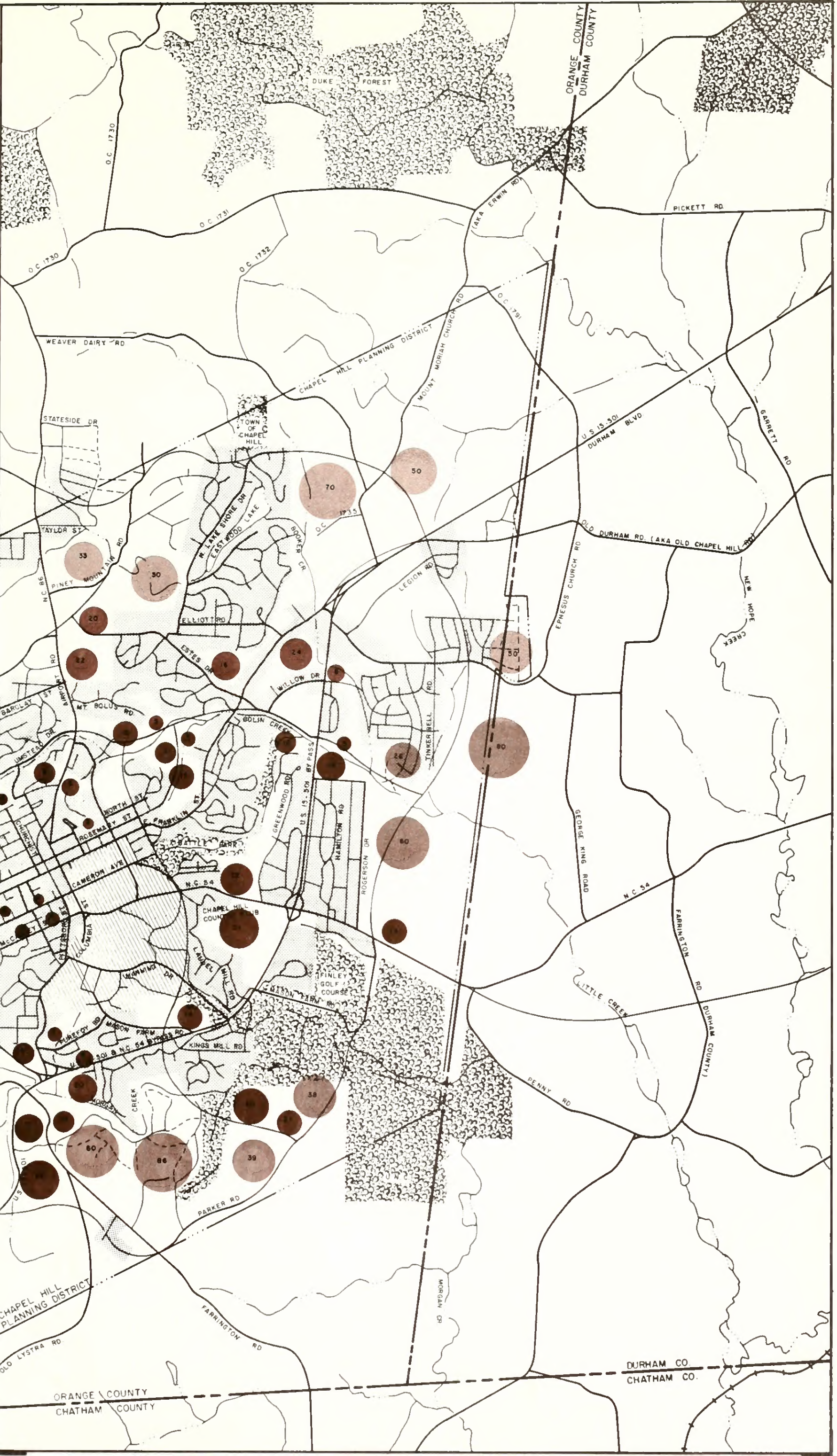

DUKE FOREST
ORANGE COUNTY
DURHAM COUNTY
O.C. 1730
O.C. 1731
O.C. 1732
(AKA ERWIN RD)
PICKETT RD
O.C. 1791
WEAVER DAIRY RD
CHAPEL HILL PLANNING DISTRICT
MOUNT MORIAH CHURCH RD
STATESIDE DR
TOWN OF CHAPEL HILL
U.S. 15-501 DURHAM BLVD
GARRETT RD
TAYLOR ST
N. LAKE SHORE DR
EASTWOOD LAKE
BOOKER CR
O.C. 1735
OLD DURHAM RD. (AKA OLD CHAPEL HILL RD)
N.C. 86
PINEY MOUNTAIN RD
LEGION RD
EPHESUS CHURCH RD
NEW HOPE CREEK
ELLIOTT RD
ESTES DR
WILLOW DR
AIRPORT RD
BARCLAY ST
MT. BOLUS RD
BOLIN CREEK
TINKER BELL RD
UMSTEAD DR
U.S. 15-501 BY PASS
GREENWOOD RD
NORTH ST
ROSEMARY ST
E. FRANKLIN ST
CHURCH ST
HAMILTON RD
BATTLE PARK
ROGERSON DR
GEORGE KING ROAD
CAMERON AVE
N.C. 54
CHAPEL HILL COUNTRY CLUB
McCAULEY ST
PITTSBORO ST
COLUMBIA ST
LAUREL HILL RD
MANNING DR
FINLEY GOLF COURSE
MASON FARM RD
LITTLE CREEK
FARRINGTON RD (DURHAM COUNTY)
PUREFOY RD
MASON FARM RD
U.S. 15-501 & N.C. 54 BYPASS RD
KINGS MILL RD
MORGAN CREEK
PENNY RD
U.N.C.
U.S. 15-501
PARKER RD
CHAPEL HILL PLANNING DISTRICT
FARRINGTON RD
MORGAN CR
OLD LYSTRA RD
DURHAM CO.
CHATHAM CO.
ORANGE COUNTY
CHATHAM COUNTY
72
95
72
64
43
62
50
68
90
30
46
50
87
12
22
40
70
20
24
10
5
12
5
11
10
26
24
60
8
6
15
8
17
60
31
60
50
14
5
10
8
50
21
60
160
86
60
32
79

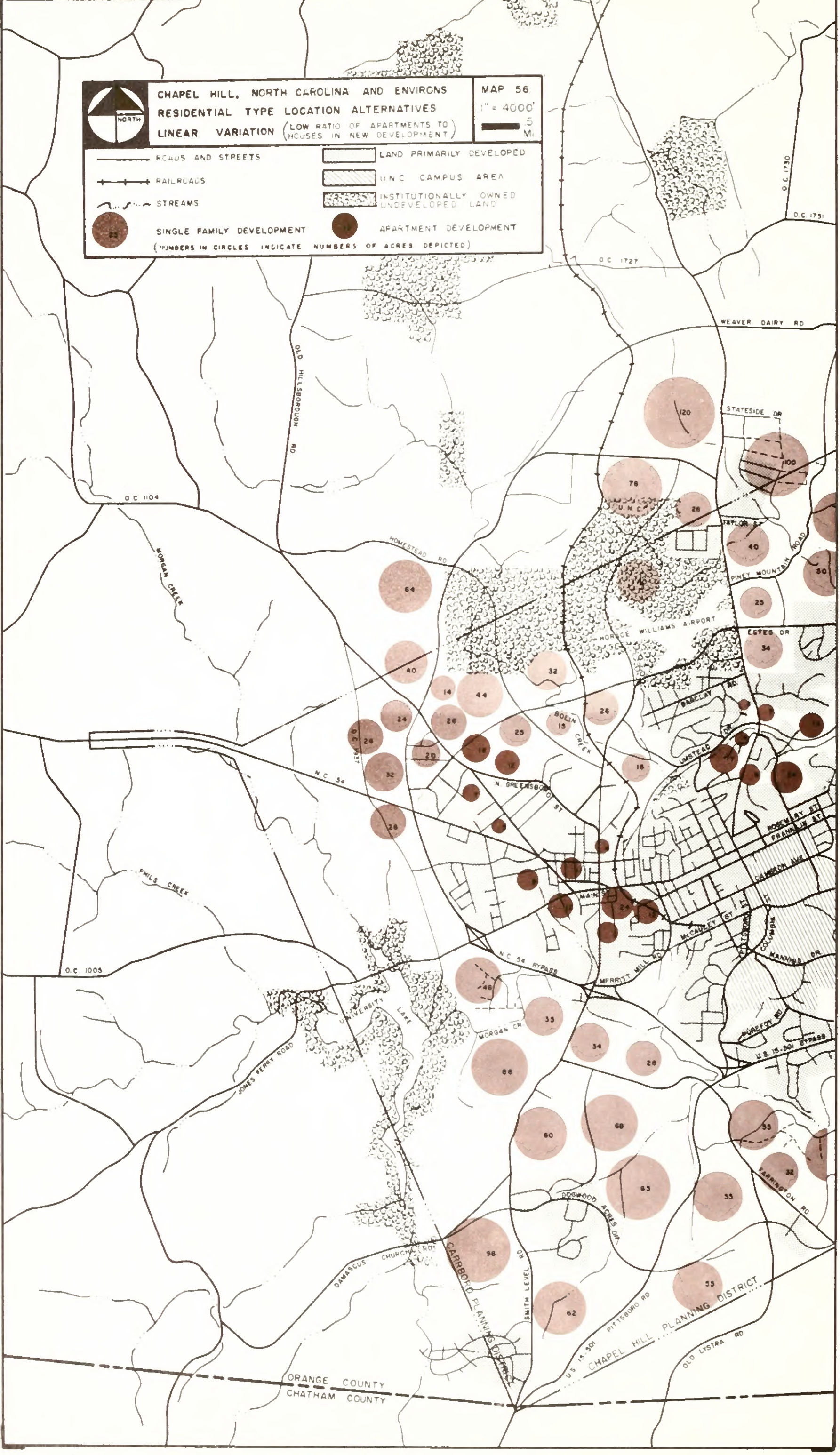


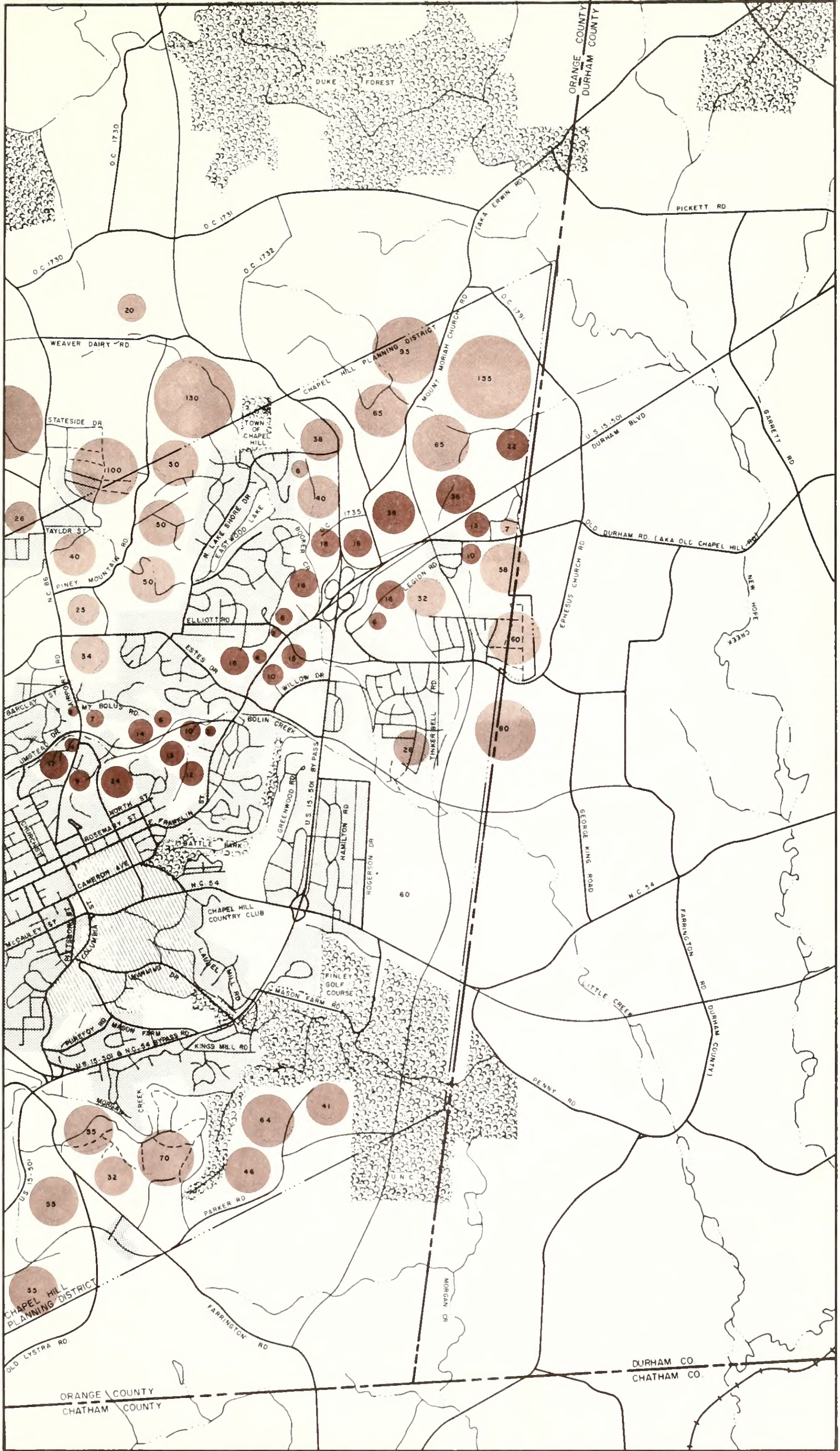
CHAPEL HILL, NORTH CAROLINA AND ENVIRONS
RESIDENTIAL TYPE LOCATION ALTERNATIVES
CENTRAL VARIATION (HIGH RATIO OF APARTMENTS TO HOUSES IN NEW DEVELOPMENT)

MAP 55

NORTH
1" = 4000'
.5 Mi
ROADS AND STREETS
RAILROADS
STREAMS
SINGLE FAMILY DEVELOPMENT
LAND PRIMARILY DEVELOPED
U.N.C. CAMPUS AREA
INSTITUTIONALLY OWNED UNDEVELOPED LAND
APARTMENT DEVELOPMENT
(NUMBERS IN CIRCLES INDICATE NUMBERS OF ACRES DEPICTED)
O.C. 1730
O.C. 1731
O.C. 1727
WEAVER DAIRY RD
OLD HILLSBOROUGH RD
STATESIDE DR
O.C. 1104
TAYLOR ST
PINEY MOUNTAIN ROAD
HOMESTEAD RD
MORGAN CREEK
HORACE WILLIAMS AIRPORT
ESTES DR
BARCLAY RD
BOLIN CR
UMSTEAD DR
O.C. 1937
N.C. 54
N. GREENSBORO ST
ROSEMARY ST
FRANKLIN ST
CAMERON AVE
MAIN ST
PHILS CREEK
COLUMBIA ST
PITTSBORO ST
MCCAULEY ST
MANNING DR
O.C. 1005
N.C. 54 BYPASS
MERRITT MILL RD
UNIVERSITY LAKE
MORGAN CR
PUREFOY RD
U.S. 15-501 BYPASS
JONES FERRY ROAD
FARRINGTON RD
DOGWOOD ACRES DR
DAMASCUS CHURCH RD
CARRBORO PLANNING DISTRICT
SMITH LEVEL RD
PITTSBORO RD
U.S. 15-501
CHAPEL HILL PLANNING DISTRICT
OLD LYSTRA RD
ORANGE COUNTY
CHATHAM COUNTY
33
70
22
20
175
65
42
60


DUKE FOREST
ORANGE COUNTY
DURHAM COUNTY
O.C. 1730
O.C. 1731
O.C. 1732
O.C. 1791
O.C. 1735
(AKA ERWIN RD)
PICKETT RD
WEAVER DAIRY RD
CHAPEL HILL PLANNING DISTRICT
MOUNT MORIAH CHURCH RD
STATESIDE DR
TOWN OF CHAPEL HILL
U.S. 15-501 DURHAM BLVD
GARRETT RD
N. LAKE SHORE DR
EASTWOOD LAKE
BOOKER CR
TAYLOR ST
PINEY MOUNTAIN RD
N.C. 86
OLD DURHAM RD. (AKA OLD CHAPEL HILL RD)
LEGION RD
EPHESUS CHURCH RD
NEW HOPE CREEK
ELLIOTT RD
ESTES DR
AIRPORT RD
WILLOW DR
BARCLAY ST
MT. BOLUS RD
BOLIN CREEK
TINKERBELL RD
UMSTEAD DR
U.S. 15-501 BY PASS
GREENWOOD RD
HAMILTON RD
ROGERSON DR
NORTH ST
ROSEMARY ST
E. FRANKLIN ST
BATTLE PARK
GEORGE KING ROAD
CHURCH ST
CAMERON AVE
N.C. 54
PITTSBORO ST
COLUMBIA ST
CHAPEL HILL COUNTRY CLUB
LAUREL HILL RD
MANNING DR
FINLEY GOLF COURSE
MASON FARM RD
FARRINGTON RD (DURHAM COUNTY)
LITTLE CREEK
FOREST RD
MASON FARM RD
KINGS MILL RD
U.S. 501 & N.C. 54 BY-PASS
MORGAN CREEK
PENNY RD
PARKER RD
U.S. 501
CHAPEL HILL PLANNING DISTRICT
FARRINGTON RD
MORGAN CR
OLD LYSTRA RD
DURHAM CO.
CHATHAM CO.
ORANGE COUNTY
CHATHAM COUNTY
70
50
33
50
20
22
16
24
50
80
26
60
39
38
86
60
12


CHAPEL HILL, NORTH CAROLINA AND ENVIRONS
RESIDENTIAL TYPE LOCATION ALTERNATIVES
LINEAR VARIATION (LOW RATIO OF APARTMENTS TO HOUSES IN NEW DEVELOPMENT)
NORTH
MAP 56
1" = 4000'
.5 Mi
ROADS AND STREETS
RAILROADS
STREAMS
SINGLE FAMILY DEVELOPMENT
LAND PRIMARILY DEVELOPED
U N C CAMPUS AREA
INSTITUTIONALLY OWNED UNDEVELOPED LAND
APARTMENT DEVELOPMENT
(NUMBERS IN CIRCLES INDICATE NUMBERS OF ACRES DEPICTED)
25
O.C. 1730
O.C. 1731
O.C. 1727
WEAVER DAIRY RD
OLD HILLSBOROUGH RD
STATESIDE DR
120
100
78
26
U N C
TAYLOR ST
40
PINEY MOUNTAIN ROAD
80
25
O.C. 1104
HOMESTEAD RD
MORGAN CREEK
64
HORACE WILLIAMS AIRPORT
ESTES DR
34
40
32
14
44
BARCLAY RD
BOLIN CREEK
15
26
24
26
25
O.C. 1537
26
20
16
12
32
N.C. 54
N. GREENSBORO ST
16
UMSTEAD DR
28
ROSEMARY ST
FRANKLIN ST
CAMERON AVE
PHILS CREEK
MAIN ST
24
McCAULEY ST
PITTSBORO ST
COLUMBIA ST
MANNING DR
O.C. 1005
N.C. 54 BYPASS
MERRITT MILL RD
46
UNIVERSITY LAKE
MORGAN CR
35
34
28
66
PUREFOY RD
U.S. 15-501 BYPASS
JONES FERRY ROAD
60
68
55
32
FARRINGTON RD
85
55
DOGWOOD ACRES DR
98
CHURCH RD
DAMASCUS
CARRBORO PLANNING DISTRICT
SMITH LEVEL RD
62
55
PITTSBORO RD
US 15-501
CHAPEL HILL PLANNING DISTRICT
OLD LYSTRA RD
ORANGE COUNTY
CHATHAM COUNTY


DUKE FOREST
ORANGE COUNTY
DURHAM COUNTY
O.C. 1730
O.C. 1731
O.C. 1732
O.C. 1791
O.C. 1735
(AKA ERWIN RD)
PICKETT RD
WEAVER DAIRY RD
CHAPEL HILL PLANNING DISTRICT
MOUNT MORIAH CHURCH RD
TOWN OF CHAPEL HILL
STATESIDE DR
TAYLOR ST
PINEY MOUNTAIN RD
N.C. 86
N. LAKE SHORE DR
EASTWOOD LAKE
BOOKER CR
LEGION RD
U.S. 15-501 DURHAM BLVD
GARRETT RD
OLD DURHAM RD (AKA OLD CHAPEL HILL RD)
EPHESUS CHURCH RD
NEW HOPE CREEK
ELLIOTT RD
ESTES DR
WILLOW DR
AIRPORT RD
BARCLAY ST
MT BOLUS RD
UMSTEAD DR
BOLIN CREEK
YINKER BELL RD
U.S. 15-501 BY PASS
GREENWOOD RD
HAMILTON RD
ROGERSON DR
CHURCH ST
ROSEMARY ST
NORTH ST
E. FRANKLIN ST
BATTLE PARK
CAMERON AVE
N.C. 54
McCAULEY ST
PITTSBORO ST
COLUMBIA ST
CHAPEL HILL COUNTRY CLUB
LAUREL HILL RD
MANNING DR
FINLEY GOLF COURSE
MASON FARM RD
PUREFOY RD
MASON FARM RD
U.S. 15-501 & N.C. 54 BYPASS RD
KINGS MILL RD
GEORGE KING ROAD
FARRINGTON RD (DURHAM COUNTY)
LITTLE CREEK
PENNY RD
MORGAN CREEK
U.N.C.
PARKER RD
U.S. 15-501
CHAPEL HILL PLANNING DISTRICT
FARRINGTON RD
MORGAN CR
OLD LYSTRA RD
DURHAM CO.
CHATHAM CO.
ORANGE COUNTY
CHATHAM COUNTY
20
95
155
130
65
38
65
22
1100
50
6
40
36
26
50
38
13
7
40
18
16
10
58
50
16
16
32
25
6
6
60
34
16
8
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10
7
6
14
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41
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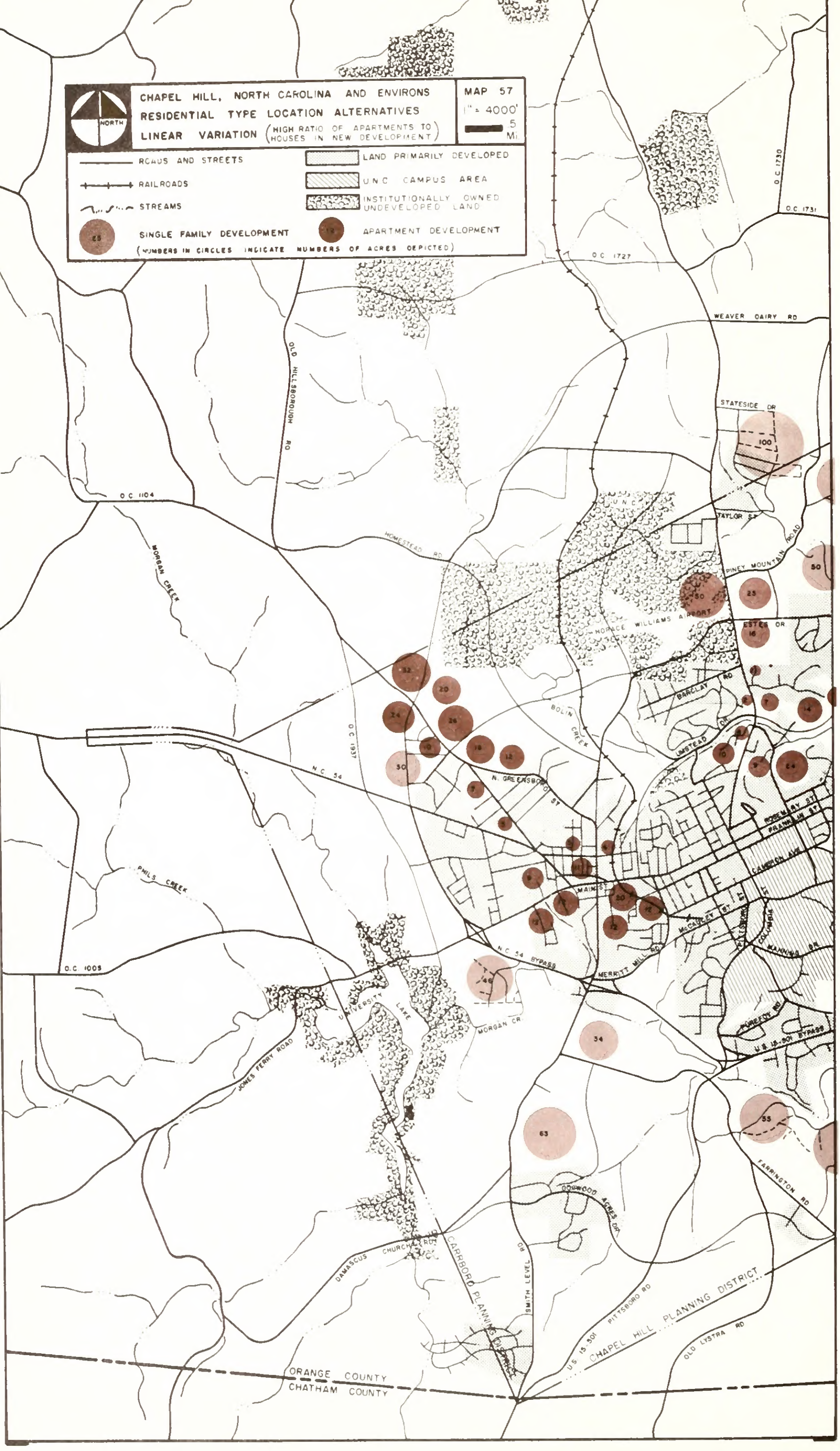
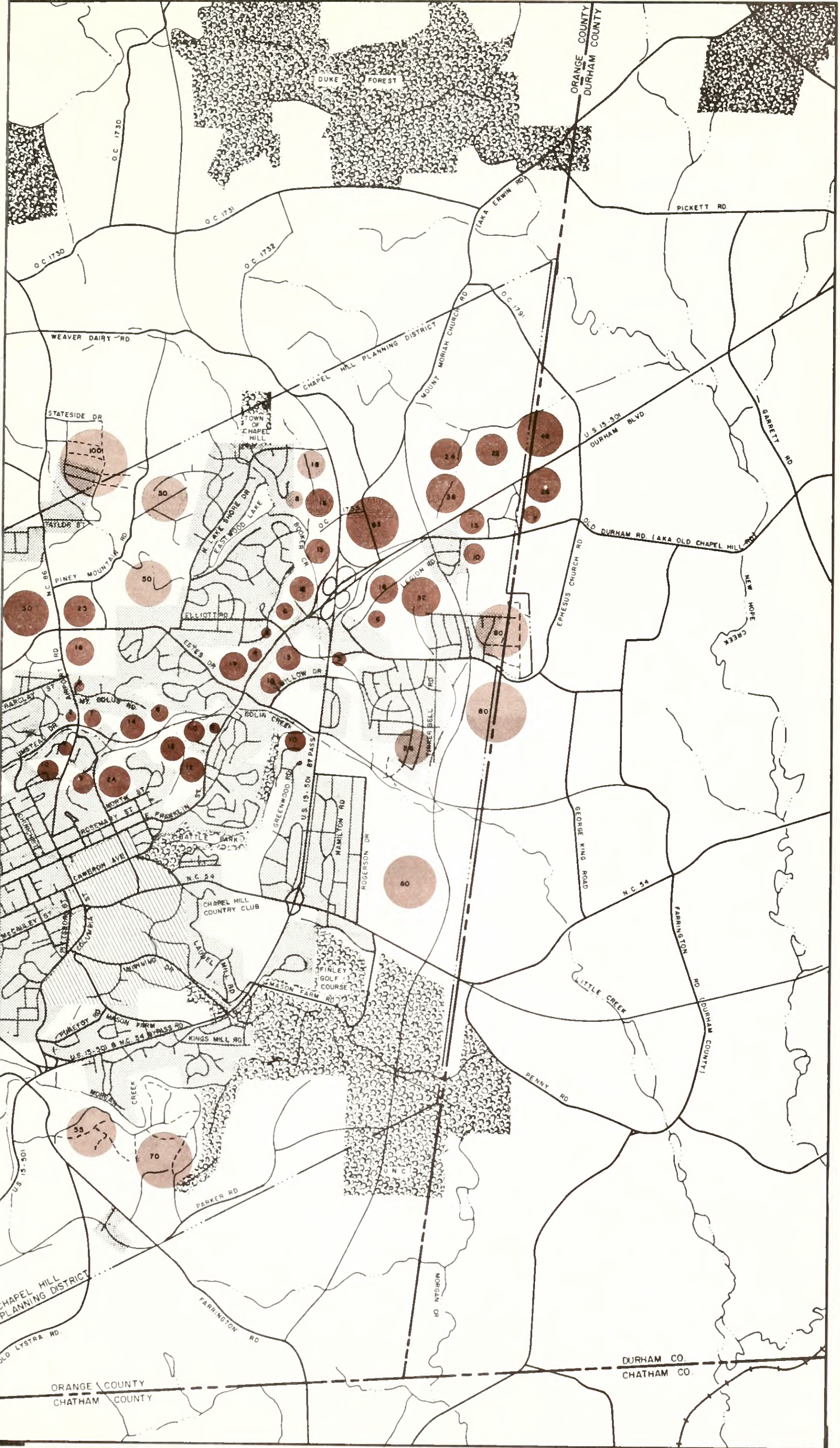
32
46
55
55

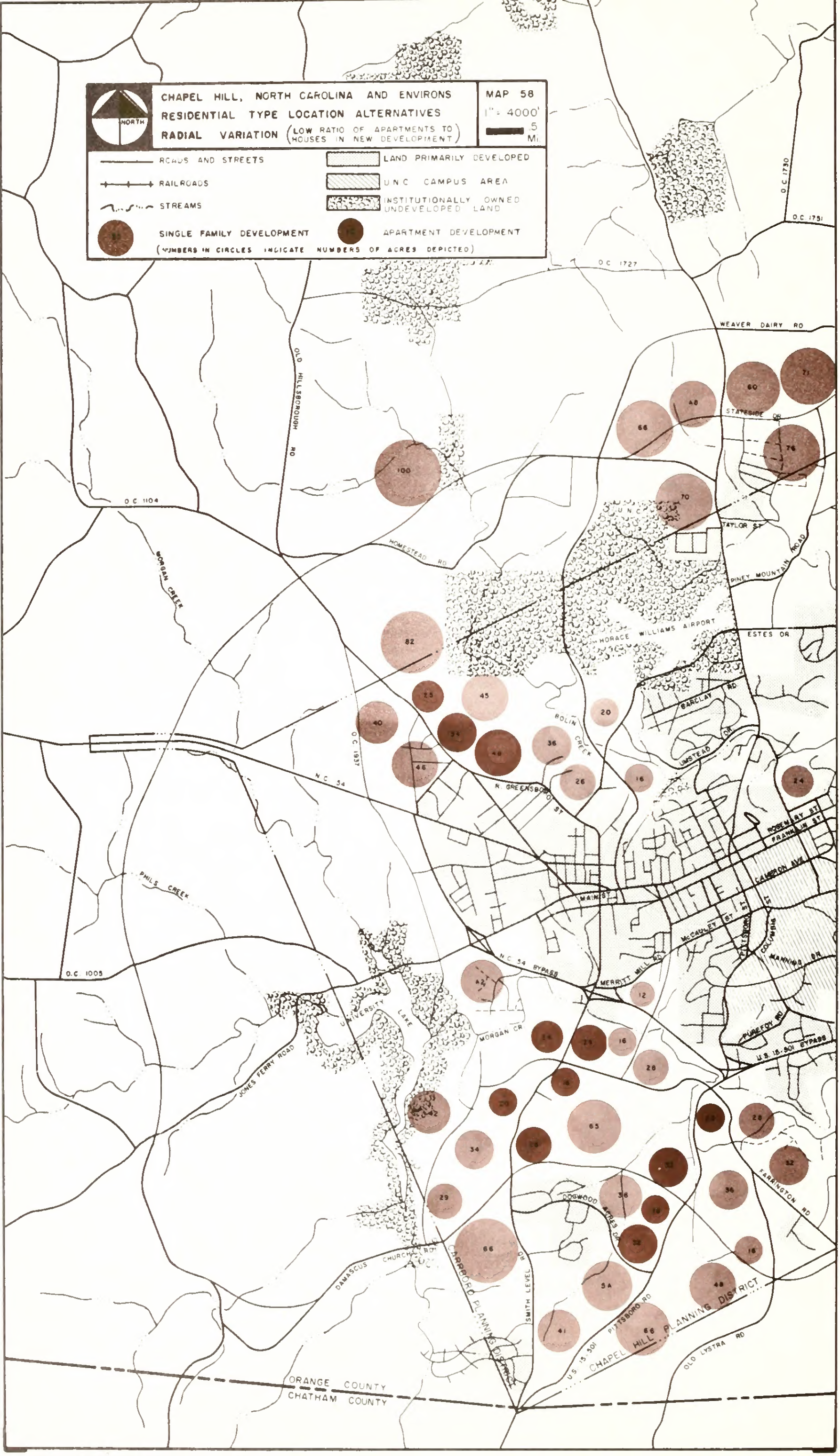


CHAPEL HILL, NORTH CAROLINA AND ENVIRONS
RESIDENTIAL TYPE LOCATION ALTERNATIVES
LINEAR VARIATION (HIGH RATIO OF APARTMENTS TO HOUSES IN NEW DEVELOPMENT)

MAP 57

NORTH
1" = 4000'
.5 Mi
ROADS AND STREETS
RAILROADS
STREAMS
SINGLE FAMILY DEVELOPMENT
LAND PRIMARILY DEVELOPED
U.N.C. CAMPUS AREA
INSTITUTIONALLY OWNED UNDEVELOPED LAND
APARTMENT DEVELOPMENT
(NUMBERS IN CIRCLES INDICATE NUMBERS OF ACRES DEPICTED)
O.C. 1730
O.C. 1731
O.C. 1727
WEAVER DAIRY RD
OLD HILLSBOROUGH RD
STATESIDE DR
100
O.C. 1104
TAYLOR ST
HOMESTEAD RD
MORGAN CREEK
U.N.C.
PINEY MOUNTAIN ROAD
50
25
50
HORACE WILLIAMS AIRPORT
ESTES DR
16
32
20
24
26
BARCLAY RD
BOLIN CREEK
14
O.C. 1937
10
18
12
30
UMSTEAD DR
10
64
N.C. 54
N. GREENSBORO ST
ROSEMARY ST
FRANKLIN ST
CAMERON AVE
PHILS CREEK
MAIN ST
20
12
12
McCAULEY ST
PITTSBORO ST
COLUMBIA ST
MANNING DR
N.C. 54 BYPASS
MERRITT MILL RD
O.C. 1005
46
UNIVERSITY LAKE
MORGAN CR
54
JONES FERRY ROAD
FOREST RD
U.S. 15-501 BYPASS
55
63
FARRINGTON RD
DOGWOOD ACRES DR
DAMASCUS CHURCH RD
CARRBORO PLANNING DISTRICT
SMITH LEVEL RD
PITTSBORO RD
U.S. 15-501
CHAPEL HILL PLANNING DISTRICT
OLD LYSTRA RD
ORANGE COUNTY
CHATHAM COUNTY


DUKE FOREST
ORANGE COUNTY
DURHAM COUNTY
O.C. 1730
O.C. 1731
O.C. 1730
O.C. 1732
(AKA ERWIN RD)
PICKETT RD
O.C. 1791
MOUNT MORIAH CHURCH RD
WEAVER DAIRY RD
CHAPEL HILL PLANNING DISTRICT
TOWN OF CHAPEL HILL
STATESIDE DR
100
30
18
8
16
O.C. 1755
83
24
22
46
38
26
15
U.S. 15-501 DURHAM BLVD
GARRETT RD
TAYLOR ST
N. LAKE SHORE DR
EASTWOOD LAKE
BOOKER CR
15
OLD DURHAM RD. (AKA OLD CHAPEL HILL RD)
10
PINEY MOUNTAIN RD
50
N.C. 86
30
25
ELLIOTT RD
6
LEGION RD
16
32
6
80
EPHESUS CHURCH RD
NEW HOPE CREEK
16
AIRPORT RD
ESTES DR
19
13
WILLOW DR
10
BARCLAY ST
MT. BOLUS RD
7
14
BOLIN CREEK
80
TIMBER BELL RD
10
10
18
12
2A
28
US 15-501 BY PASS
GREENWOOD RD
HAMILTON RD
NORTH ST
E. FRANKLIN ST
ROSEMARY ST
BATTLE PARK
CAMERON AVE
N.C. 54
ROGERSON DR
80
GEORGE KING ROAD
N.C. 54
CHAPEL HILL COUNTRY CLUB
McCAULEY ST
PITTSBORO ST
COLUMBIA ST
MANNING DR
LAUREL HILL RD
FINLEY GOLF COURSE
MASON FARM RD
LITTLE CREEK
FARRINGTON RD (DURHAM COUNTY)
PUREFOY RD
MASON FARM RD
U.S. 15-501 & N.C. 54 BYPASS RD
KINGS MILL RD
PENNY RD
MORGAN CREEK
55
70
US 15-501
U.N.C.
PARKER RD
CHAPEL HILL PLANNING DISTRICT
FARRINGTON RD
MORGAN CR
OLD LYSTRA RD
DURHAM CO.
CHATHAM CO.
ORANGE COUNTY
CHATHAM COUNTY


CHAPEL HILL, NORTH CAROLINA AND ENVIRONS
RESIDENTIAL TYPE LOCATION ALTERNATIVES
RADIAL VARIATION (LOW RATIO OF APARTMENTS TO HOUSES IN NEW DEVELOPMENT)
MAP 58
1" = 4000'
.5 Mi
NORTH
ROADS AND STREETS
RAILROADS
STREAMS
LAND PRIMARILY DEVELOPED
U.N.C. CAMPUS AREA
INSTITUTIONALLY OWNED UNDEVELOPED LAND
SINGLE FAMILY DEVELOPMENT
APARTMENT DEVELOPMENT
(NUMBERS IN CIRCLES INDICATE NUMBERS OF ACRES DEPICTED)
O.C. 1730
O.C. 1731
O.C. 1727
WEAVER DAIRY RD
OLD HILLSBOROUGH RD
STATESIDE DR
O.C. 1104
HOMESTEAD RD
U.N.C.
TAYLOR ST
PINEY MOUNTAIN ROAD
MORGAN CREEK
HORACE WILLIAMS AIRPORT
ESTES DR
BARCLAY RD
BOLIN CREEK
UMSTEAD DR
O.C. 1937
N.C. 54
N. GREENSBORO ST
ROSEMARY ST
FRANKLIN ST
CAMERON AVE
MAIN ST
MCCAULEY ST
PITTSBORO ST
COLUMBIA ST
MANNING DR
PHILS CREEK
N.C. 54 BYPASS
MERRITT MILL RD
O.C. 1005
UNIVERSITY LAKE
MORGAN CR
PUREFOY RD
U.S. 15-501 BYPASS
JONES FERRY ROAD
DOGWOOD ACRES DR
FARRINGTON RD
DAMASCUS CHURCH RD
CARRBORO PLANNING DISTRICT
SMITH LEVEL RD
PITTSBORO RD
U.S. 15-501
CHAPEL HILL PLANNING DISTRICT
OLD LYSTRA RD
ORANGE COUNTY
CHATHAM COUNTY
71
60
48
66
76
100
70
82
25
45
20
40
34
48
36
46
26
16
24
42
12
24
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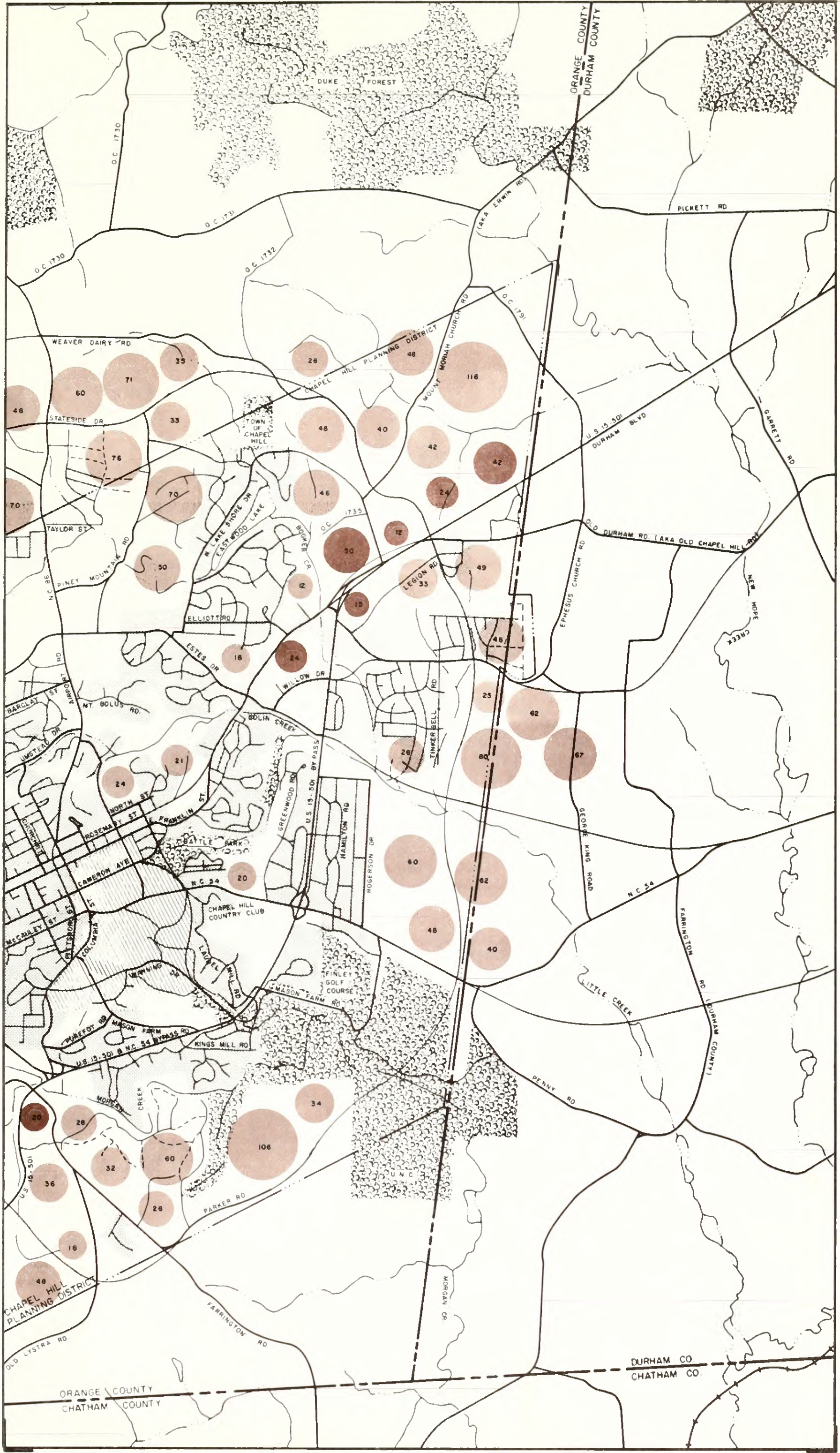
DUKE FOREST
ORANGE COUNTY
DURHAM COUNTY
O.C. 1730
O.C. 1731
O.C. 1730
O.C. 1732
(AKA ERWIN RD)
PICKETT RD
O.C. 1791
MOUNT MORIAH CHURCH RD
CHAPEL HILL PLANNING DISTRICT
WEAVER DAIRY RD
STATESIDE DR
TOWN OF CHAPEL HILL
U.S. 15-501 DURHAM BLVD
GARRETT RD
TAYLOR ST
N. LAKE SHORE DR
EASTWOOD LAKE
BOOKER CR.
O.C. 1735
OLD DURHAM RD. (AKA OLD CHAPEL HILL RD)
PINEY MOUNTAIN RD
N.C. 86
LEGION RD
EPHESUS CHURCH RD
NEW HOPE CREEK
ELLIOTT RD
ESTES DR
WILLOW DR
AIRPORT RD
BARCLAY ST
MT. BOLUS RD
BOLIN CREEK
TINKER BELL RD
UMSTEAD DR
NORTH ST
E. FRANKLIN ST
ROSEMARY ST
CHURCH ST
BATTLE PARK
GREENWOOD RD
U.S. 15-501 BY PASS
HAMILTON RD
ROGERSON DR
GEORGE KING ROAD
CAMERON AVE
N.C. 54
CHAPEL HILL COUNTRY CLUB
McCAULEY ST
PITTSBORO ST
COLUMBIA ST
LAUREL HILL RD
FINLEY GOLF COURSE
MANNING DR
MASON FARM RD
LITTLE CREEK
FARRINGTON RD (DURHAM COUNTY)
PUREFOY RD
MASON FARM BYPASS RD
KINGS MILL RD
U.S. 15-501 & N.C. 54
MORGAN CREEK
PENNY RD
U.N.C.
PARKER RD
U.S. 15-501
CHAPEL HILL PLANNING DISTRICT
FARRINGTON RD
MORGAN CR
OLD LYSTRA RD
DURHAM CO
CHATHAM CO
ORANGE COUNTY
CHATHAM COUNTY
48
60
71
35
26
48
116
33
76
48
40
42
42
70
70
46
24
12
50
30
49
33
12
15
48
18
24
25
62
67
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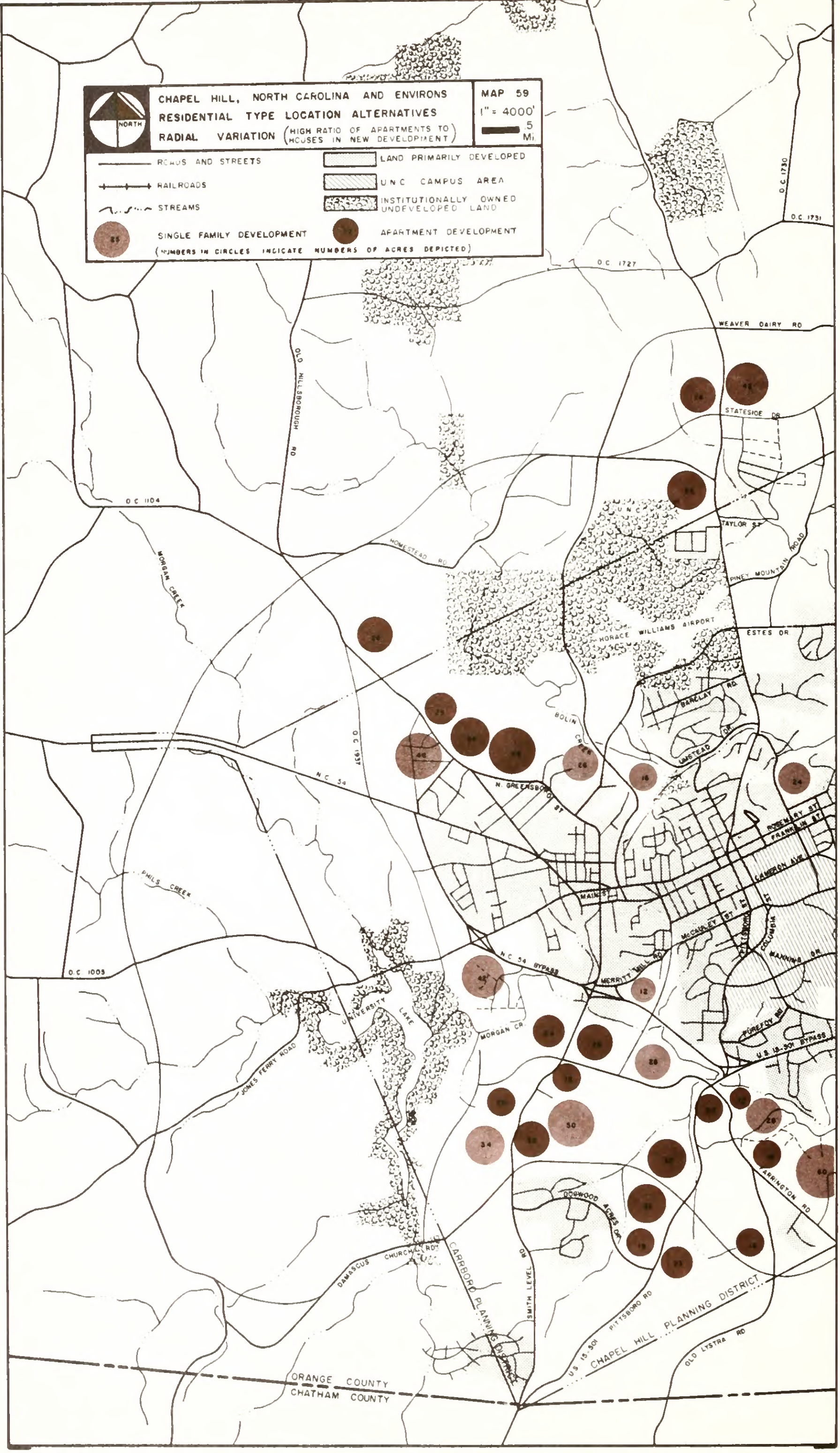
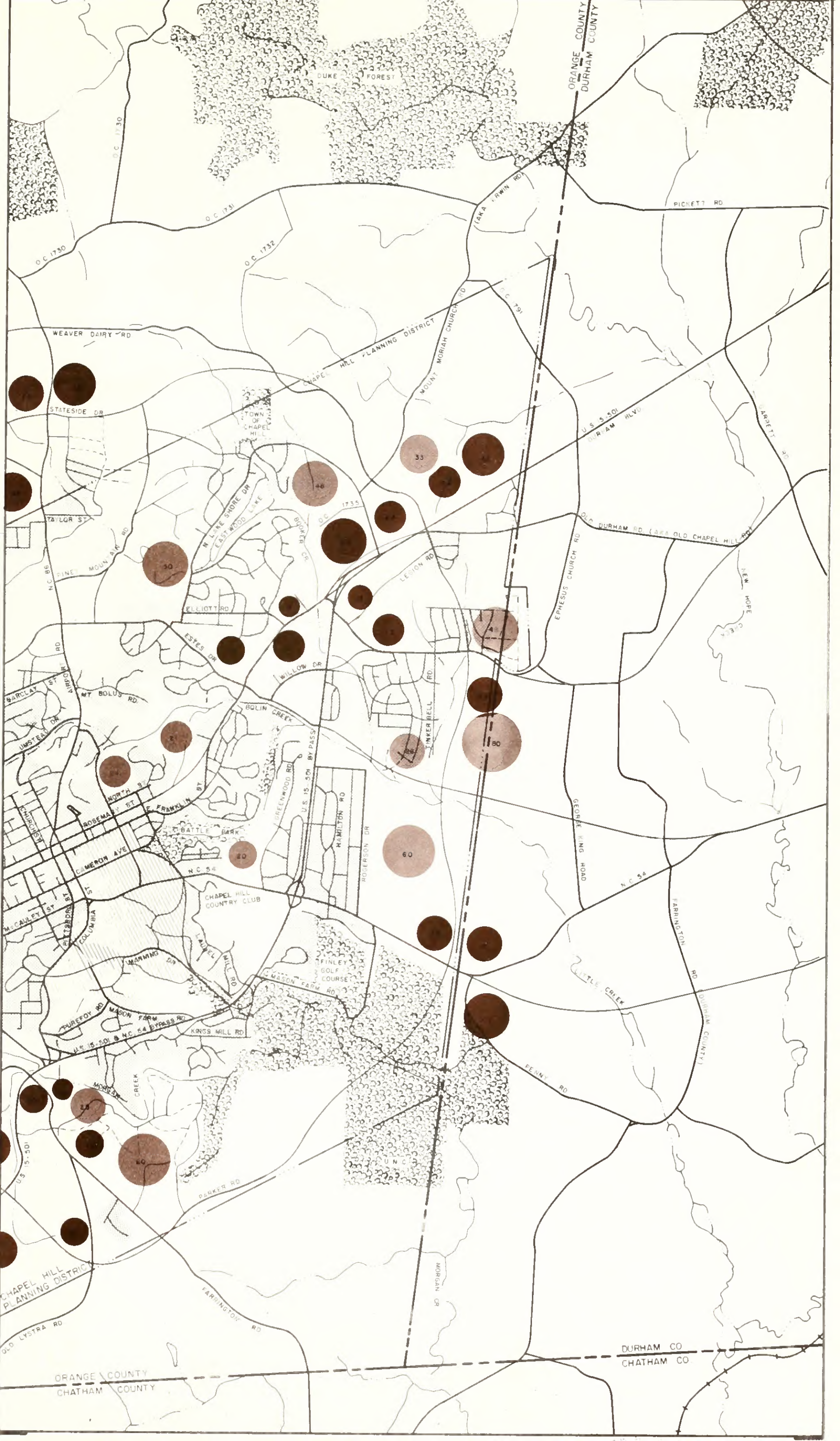
106
32
60
36
26
18
48



MAP 59

CHAPEL HILL, NORTH CAROLINA AND ENVIRONS
RESIDENTIAL TYPE LOCATION ALTERNATIVES
RADIAL VARIATION (HIGH RATIO OF APARTMENTS TO HOUSES IN NEW DEVELOPMENT)

NORTH
1" = 4000'
.5 Mi.
ROADS AND STREETS
RAILROADS
STREAMS
LAND PRIMARILY DEVELOPED
U N C CAMPUS AREA
INSTITUTIONALLY OWNED UNDEVELOPED LAND
SINGLE FAMILY DEVELOPMENT
APARTMENT DEVELOPMENT
(NUMBERS IN CIRCLES INDICATE NUMBERS OF ACRES DEPICTED)
85
O.C. 1730
O.C. 1731
O.C. 1727
WEAVER DAIRY RD
STATESIDE DR
OLD HILLSBOROUGH RD
U N C
TAYLOR ST
PINEY MOUNTAIN ROAD
O.C. 1104
HOMESTEAD RD
MORGAN CREEK
HORACE WILLIAMS AIRPORT
ESTES DR
BARCLAY RD
BOLIN CREEK
UMSTEAD DR
O.C. 1937
N.C. 54
N. GREENSBORO ST
ROSEMARY ST
FRANKLIN ST
CAMERON AVE
MAIN ST
PHILS CREEK
McCAULEY ST
PITTSBORO ST
COLUMBIA ST
MANNING DR
N.C. 54 BYPASS
MERRITT MILL RD
O.C. 1005
UNIVERSITY LAKE
PUREFOY RD
MORGAN CR
U.S. 15-501 BYPASS
JONES FERRY ROAD
46
26
16
24
12
28
50
34
28
60
DOGWOOD ACRES DR
ARRINGTON RD
DAMASCUS CHURCH RD
CARRBORO PLANNING DISTRICT
SMITH LEVEL RD
PITTSBORO RD
U.S. 15-501
CHAPEL HILL PLANNING DISTRICT
OLD LYSTRA RD
ORANGE COUNTY
CHATHAM COUNTY


DUKE FOREST
ORANGE COUNTY
DURHAM COUNTY
O.C. 1730
O.C. 1731
O.C. 1732
(AKA ERWIN RD)
PICKETT RD
O.C. 1735
O.C. 791
WEAVER DAIRY RD
CHAPEL HILL PLANNING DISTRICT
MOUNT MORIAH CHURCH RD
STATESIDE DR
TOWN OF CHAPEL HILL
U.S. 15-501 DURHAM BLVD
BARRETT RD
TAYLOR ST
N. LAKE SHORE DR
EASTWOOD LAKE
BOOKER CR.
OLD DURHAM RD. (AKA OLD CHAPEL HILL RD)
PINEY MOUNTAIN RD
N.C. 86
LEGION RD
EPHESUS CHURCH RD
NEW HOPE CREEK
ELLIOTT RD
ESTES DR
WILLOW DR
AIRPORT RD
BARCLAY ST
MT BOLUS RD
BOLIN CREEK
TINKER BELL RD
UMSTEAD DR
GREENWOOD RD
U.S. 15-501 BY PASS
HAMILTON RD
NORTH ST
ROSEMARY ST
E. FRANKLIN ST
CHURCH ST
BATTLE PARK
ROGERSON DR
GEORGE KING ROAD
CAMERON AVE
N.C. 54
CHAPEL HILL COUNTRY CLUB
McCAULEY ST
PITTSBORO ST
COLUMBIA ST
MANNING DR
LAUREL HILL RD
FARRINGTON RD (DURHAM COUNTY)
LITTLE CREEK
FINLEY GOLF COURSE
MASON FARM RD
PUREFOY RD
MASON FARM
U.S. 15-501 & N.C. 54 BYPASS RD
KINGS MILL RD
FENNY RD
MORGAN CREEK
U.S. 15-501
U.N.C.
PARKER RD
MORGAN CR
CHAPEL HILL PLANNING DISTRICT
FARRINGTON RD
OLD LYSTRA RD
DURHAM CO
CHATHAM CO
ORANGE COUNTY
CHATHAM COUNTY
33
46
30
48
21
24
28
80
60
20
28
60

CONCLUSION

Clearly other alternatives for the future of the Chapel Hill area are possible. One of these is the Chapel Hill that will develop should no particular effort be made from here on out to plan for this future. None of the alternatives presented will materialize without some effort being made to direct development in a specific direction, though random elements of all the alternatives may materialize without such direction.

Given that there are other alternatives for the area than those shown and that there is the possibility of all degrees of modification of the alternatives as shown, as well as innumerable different or modified possibilities for the more detailed elements, the problem is two-fold:

1. To determine the most desired future for Chapel Hill.

2. To take the steps necessary to bring this about.

This report is designed to be used in helping make the first determination.

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